

# GRAIN DEALERS JOURNAL

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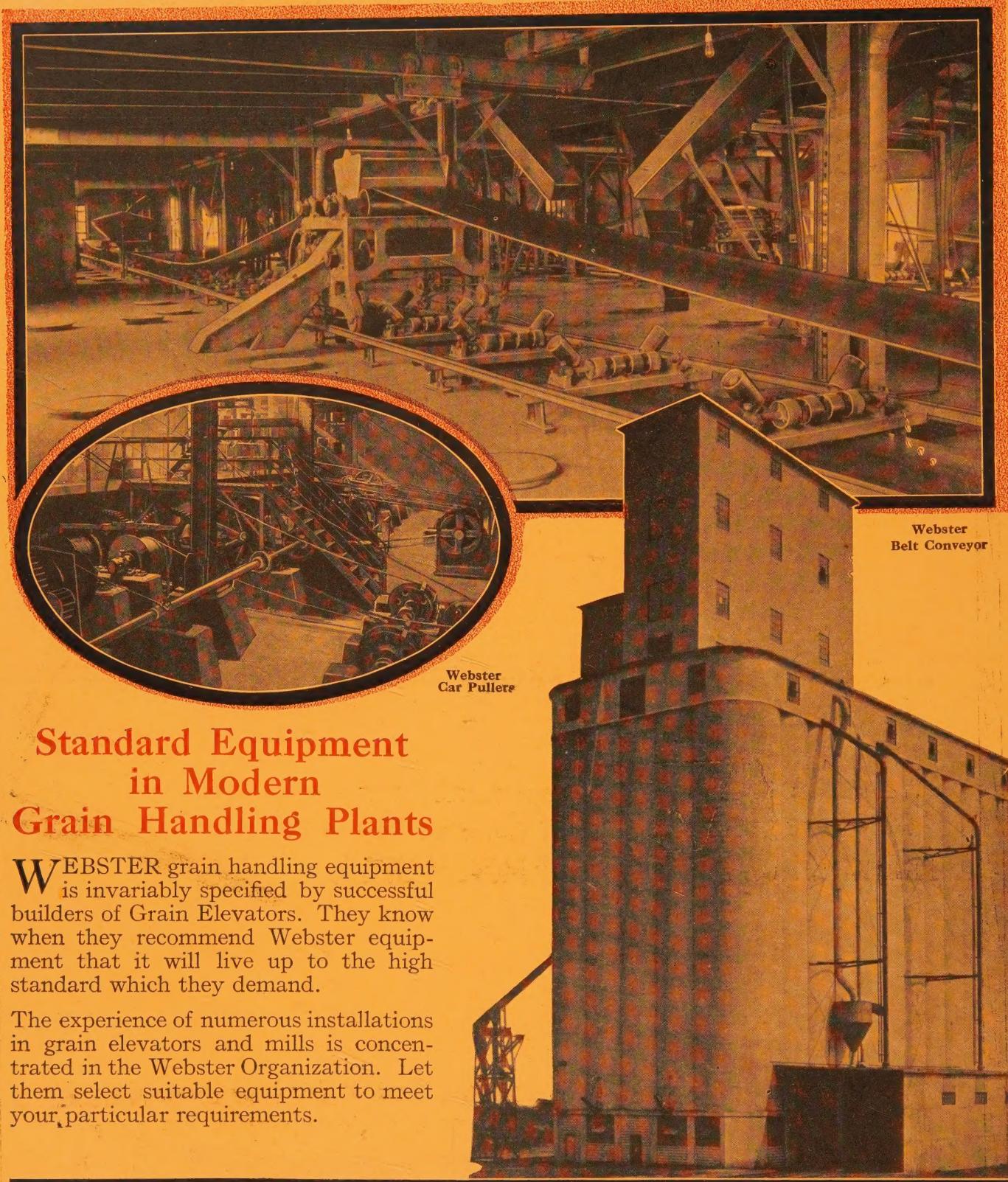


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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

## AMARILLO, TEXAS.

Early Grain & Elvtr. Co., wholesale grain.\*  
Stone & Co., Lester, wholesale grain.\*

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Moore-Lawless Grain Co., consgs., futures, pvt. wires.\*

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Greene & Son, J., wholesale brokers, grain, hay.\*

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Gill & Fisher, receivers and shippers.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Jones & Co., H. C., receivers, shippers, exporters.\*  
Lederer Bros., grain receivers.\*  
Robinson & Jackson, grain commission merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*

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Corn Exchange Members.

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Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevator Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Lewis Grain Corp., receivers & shippers.\*  
McConnell Grain Corporation, commission merchants.\*  
McKilien, Inc., J. G., receivers and shippers.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.\*  
Seymour-Wood Grain Co., consignments.\*  
Sunset Grain & Feed Co., grain & feed.\*  
Taylor & Bourne Co., grain merchants.  
Traders & Producers Supply Co., millfeeds a specialty.  
Townsend Ward Co., The, consignments.\*  
Watkins Grain Co., consignments.\*  
Whitney & Gibson, consignments.\*

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Halliday Elevator Co., grain dealers.\*  
Lynch Grain Co., grain dealers.\*  
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Gifford Grain Co., grain and grain products.\*  
King Wilder Grain Co., grain shippers.\*  
Murrell Grain Co., Ray, recvs. and shprs.\*

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Anderson & Co., W. P., grain commission merchants.\*  
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Baily & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*

\*Member Grain Dealers National Association.

## CHICAGO, ILL., (Continued).

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Gerstenberg & Co., commission merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carter, commission merchants.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Leland & Co., E. F., grain and seeds.\*  
McKenna & Dickey, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.\*  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Requa Bros., wheat a specialty.  
Rumsey & Co., grain commission.\*  
Sawers Grain Co., consignments.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Updike Grain Co., consignments.\*

## CINCINNATI, O.

Grain & Hay Exchange Members.

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Gale Grain Co., The A. C., receivers & shippers.\*

## CLEVELAND, O.

Grain & Hay Exchange Members.

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Cleveland Grain & Milling Co., The, recvs. & shprs.\*

Gates Elevator Co., The, receivers and shippers.\*

Sheets Elevator Co., The, grain, hay, straw.\*

Shepard, Clark & Co., grain merchants.\*

Strauss & Co., H. M., receivers, shippers hay & grain.\*

## COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

## CLOVIS, N. MEX.

Western Elvtr. Co., The, recvs.—shprs., hdqtrs kafir-milo.\*

## DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.\*

## DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

## DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.\*

Conley-Ross Grain Co., The, grain and beans.\*

Crescent Flour Mills Co., The, merchant millers.\*

Denver Elevator, wholesale grain, flour, millfeed.\*

Farmers Elevator Co., The, H. F. Rover, Mgr.

Gallagher Grain Co., grain merchants.\*

Houltton Grain Co., wholesale grain.\*

Kellogg Grain Co., O. M., receivers and shippers.\*

McCaull-Dunsmore Co., whlsealer and commission.\*

Moore-Lawless Grain Co., private wires to all markets.

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Rocky Mountain Grain Co., export and domestic grain.

Summit Grain Co., wheat, corn, oats, rye, barley.\*

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Board of Trade Members.

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Iowa Corn Products Co., receivers and shippers.

Marshall Hall Grain Co., grain commission.\*

Taylor & Patton Co., corn and oats.\*

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Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.\*

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Lapham & Co., J. S., receivers & shippers.\*

Lichterberg & Son, oats, corn, hay, straw.\*

Sims & Co., F. J., grain and hay.\*

Swift Grain Co., consign or ask for bid.\*

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Transit Grain & Com. Co., consignments, brokerage.\*

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## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

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## HASTINGS, NEBR.

Kohler-Twiddle Elevator Co., grain dealers.\*

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Merchants Grocery Co., whlse. grocers, grain, fd., fr.

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Rothschild Co., S., grain, c/s products, rice b/p.\*

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Central Grain Co., The, buyers for mills.

Farmers Co-op. Com. Co., commission merchants.

Goffe & Carkener, private wire.\*

Hayes Grain Co., John, grain merchants.

Hutchinson Grain Co., grain merchants.\*

Midwest Grain Co., The, shippers.

Producers Grain Co., The, milling wheat.\*

Southwest Grain Co., receivers and shippers.

Union Grain Co., grain merchants.\*

Vanderlice-Lynds Co., grain commission merchants.

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Board of Trade Members.

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Cleveland Grain & Milling Co., grain commission.

Hayward-Rich Grain Co., grain commission.\*

Hill Grain Co., The Lew, grain merchants.\*

Steinhart Grain Co., commission and brokerage.\*

Witt, Frank A., grain commission and brokerage.\*

## JACKSON, MICH.

Bartlett & Co., J. E., salvage grain buyers & sellers.

Wagner-White Co., track buyers-sellers, grsn-feed.

## JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

## KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.\*

Croysdale Grain Co., commission merchants.

Davis Grain Co., A. C., grain commission.

Denton Kuhn Grain Co., consignments.\*

Ernst Davis Grain Co., commissions.\*

Federal Grain Co., receivers, shippers.\*

Frisco Elevators Co., grain merchants.

Goffe & Carkener, grain commission.\*

Hall-Baker Grain Co., consignments.

Lichtig & Co., H., kafir, milo, screenings.

Logan Bros. Grain Co., receivers and shippers.\*

McCoy-Thomas Grain Co., consignments-futures.\*

Miller Grain Co., S. H., consignments.

Moore-Lawless Grain Co., grain receivers.\*

Moore-Seaver Grain Co., grain receivers.\*

Norris Grain Co., grain merchants and exporters.\*

Roahan Grain Co., E. E., consignments.

Root Grain Co., consignments and futures.\*

Scoular Bishop Grain Co., receivers and shippers.\*

Shannon Grain Co., consignments.

Simonds, Shields, Lonsdale Grain Co., grain.\*

Smith-Weekes Bkg. Co., grain broker.

Thresher Grain Co., R. J., grain commission.\*

Wilser Grain Co., consignments.\*

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Underwood & Sons, J., grain, feed, seeds.

## LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.

## LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

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Grain Exchange Members.

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Farmer Co., E. L., brokers, hay, grain, mill feed.\*

Gordy Co., C. L., grain brok., hay, grain, mill feed.\*

(Continued on next page.)

\*Member Grain Dealers National Association.

# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## LOUISVILLE, KY.

### Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.\* Callahan & Sons, receivers and shippers of grain.\* Kentucky Public Elevator Co., storers and shippers.\* Verhoeff & Co., H., receivers and shippers.\* Zorn & Co., S., receivers and shippers.\*

## LYNCHBURG, VA.

Moon-Taylor Co. grain and hay brokers.

## M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.\*

## MEMPHIS, TENN.

### Merchants Exchange Members.

Davis & Andrews Co., grain, mixed feed.\*

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\* Bell Co., W. M., commission merchants.\* Blanchard Grain Co., "Always Dependable."\* Bush Grain Co., grain merchants. Cargill Grain Co., grain and seeds. Donabue-Stratton Co., dls., grain and feed.\* Flanley Grain Co., consignments solicited. Franke Grain Co., feeds, grain, hay. Fraser-Smith Co., commission merchants. Froedtert Gr. & Malting Co., grain commission. Kamm Co., P. C., grain shippers.\* Lamson Bros. & Co., grain commission. Milwaukee Grain Commission Co., grain commission.\* Rang & Co., Henry, commission merchants. Runkel & Dadimus, grain commission merchants.\* Taylor & Bourne Co., grain merchants.\* Updike Grain Co., consignments solicited.\*

## MERIDIAN, MISS.

### Board of Trade Members.

Lyon & Co., A. J. whlse. gro., grain, feed. Threefoot Bros. & Co., whlse. grain, feed, fir., gro.\*

## MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

## MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Cargill Commission Co., grain commission.\* Cereal Grading Co., grain merchants.\* Hankinson & Co., H. L., grain commission.\* Malquist & Co., C. A., receivers & shippers.\* Marfield Grain Co., grain commission.\* McCulll Dinsmore Co., consignments solicited.\* Seidl, Frank J., all grains and feeds.\* Sheffield Elevator Co., shippers of grain.\* Sterling Grain Co., receivers and shippers, all grains.\* Van Dusen-Harrington Co., grain merchants.\*

## MOULTRIE, GA.

Delay, A. J., flour and grist mill.

## NASHVILLE, TENN.

### Grain Exchange Members.

Allen Grain Co., receivers and shippers.\* Allfeed Milling Co., feed manufacturers. Kerr, S. S., receiver and shipper.\* Tennessee Grain Co., receivers and shippers.\* Tyner & Co., John A., receivers and shippers.\*

## NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

## NEW ORLEANS, LA.

### Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.\* Fox Co., C. B., exporters.\* Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.\*

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### Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.\* Knight & Company, commission merchants.\* Therrien, A. F., broker.

## NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

## OKLAHOMA CITY, OKLA.

### Grain Exchange Members.

Cherokee Grain Co., grain merchants.\* Lang Grain Co., J. H., prompt and efficient service.\* Marshall Grain Co., grain, feed, seeds.\* Moore, George L., grain merchant. Oklahoma City M. & E. Co., grain merchants, millers.\* Perkins Grain Co., W. L., brokers.\*

## OKLAHOMA CITY, OKLA., (Continued).

Scannell-Winters Grain Co., grain and feed.\* Stinnett Grain Co., grain merchants.\* Stowers Grain Co., W. E., commission merchants.\* Vandenburg, Jesse, milling wheat.\* Vandever Grain Co., wholesale grain. White Grain Co.\*

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### Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.\* Crowell Elevator Co., receivers, shippers.\* Holmquist Elevator Co., receivers and shippers.\* Maney Grain Co., The, consignments.\* Roberts Grain Co., Geo. A., grain merchants.\* Stockham Grain Co., E., commission merchants.\* Trans-Mississippi Grain Co., receivers and shippers.\* United Grain Co., grain commission. Updike Grain Co., consignments.\*

## OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

## PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.\*

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### Board of Trade Members.

Bartlett Co., S. C., grain commission. Bowen Grain Co., H. D., receivers & shippers. Cole Grain Co., Geo. W., receivers and shippers.\* Dewey & Sons, W. W., grain commission.\* Feltman Grain Co., C. H., grain commission.\* Harrison, Ward & Co., receivers & shippers.\* Luke Grain Co., grain commission.\* McFadden & Co., G. C., consignments.\* Miles, P. B. & C. C., grain commission.\* Mueller Grain Co., receivers and shippers.\* Turner Hudnut Co., receivers and shippers.\* Tyng Grain Company, receivers and shippers.\*

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### Commercial Exchange Members.

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## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## PUEBLO, COLO.

McClelland Mc'l I. & R. Co., grain, hay and feed.\*

## RICHMOND, VA.

### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

## ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.\*

## SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.\*

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### Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.\* Freeman-Faith Grain Co., receivers and shippers. Hayes Grain Co., Always in the market. Richter Grain Co., wheat, coarse grains & millfeed.\* Rickel, E. L., grain receiver and shipper. Service Grain Co., grain, feed, grain products.\* Weber Flour Mills Corp., millers, exporters, grain dlsrs.\*

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### Grain Exchange Members.

Button-Simmons Grain Co., grain commission.\* Gordon Grain Co., grain commission.\* Marshall Hall Grain Co., consignments solicited.\* Washer Grain Co., W. S., consignments.\* Yancey Grain Co., commission merchants.\*

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Annan Burg G. & M. Co., flour, grain, millfeed.\* Dreyer Commission Co., feedingstuffs, grain, seeds.\* Graham & Martin Grain Co., grain commission.\* Marshall Hall Grain Co., grain commissions.\* Langenberg Bros. Grain Co., grain commission.\* Morton & Co., grain commission.\* Nanson Commission Co., grain commission.\* Picker & Beardsley Com. Co., grain and grass seed.\* Turner Grain Co., grain commission.\*

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### Board of Trade Members.

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## STERLING, COLO.

Moore, James A., grain dealer.

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## THOMASVILLE, GA.

Burch & Son, W. H., corn millers.

## TOLEDO, OHIO.

### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\* King & Co., C. A., grain and seeds.\* Morehouse & Co., wholesale grain and seeds.\* Southworth & Co., grain and seeds.\* Wickenbisher & Co., John, grain receivers, shippers.\* Young Grain Co., grain.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\* Golden Belt Grain & Elvtr. Co., The, recrvs. & shprvs. Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.\*

## TULIA, TEXAS.

Cowan Grain Co., W. C., wheat, oats, maize, kafir.\*

## WASHINGTON, D. C.

Wilkins-Rogers Mfg. Co. Inc., receivers and shippers.\*

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### Board of Trade Members.

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## WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.\*

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.\*

## WINFIELD, KANS.

Daves & Daves, red mlg. wheat, mill feed.\*

## WOODWARD, OKLA.

Sharon Grain Co., wholesale grain.

\*Member Grain Dealers National Association.

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is, geographically and from a railroad point of view, the natural destination of shipments of grain from Ohio, Indiana and Eastern Illinois.

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**Burns Bros. Grain Corp.**  
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Chicago Stock Exchange  
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St. Louis Merchants Exchange  
Omaha Grain Exchange  
Winnipeg Grain Exchange  
Milwaukee Chamber of Commerce  
Pittsburgh Stock Exchange

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**Philip H. Schifflin & Co.** IncorporatedCOMMISSION MERCHANTS  
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G. N. McReynolds, Alton, Ill.

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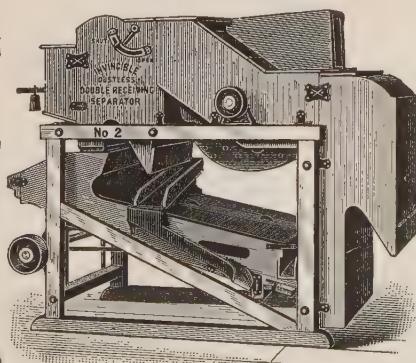
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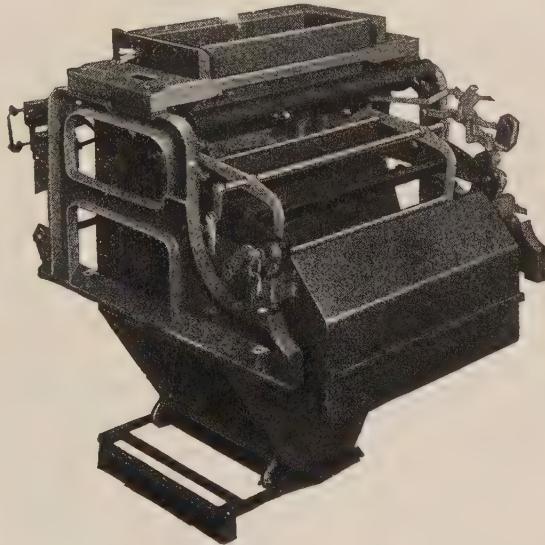
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A busy operator who has to check in and pay for grain through the busy season hasn't the time to stand for one or two hours in a dusty elevator to operate a scale. It's a tiresome job and mistakes in weight result from over-work. Five minutes of your time is all a Richardson needs for proper testing, and it'll load and register the correct weight of every shipment without your help.

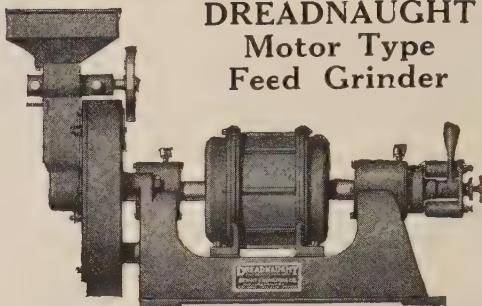
**Richardson Scale Company**

PASSAIC, NEW JERSEY

Chicago   Minneapolis   Omaha   Wichita

**DREADNAUGHT**  
 FEED-GRINDING-MACHINERY

D  
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DREADNAUGHT  
 Motor Type  
 Feed Grinder

An up-to-date grinder for up-to-date installations, simple, compact, efficient. Connect with the electricity and it is ready to run. No shafting, pulleys, etc., to give trouble. One motor drives grinder, elevators and screen.

The DREADNAUGHT grinds 200 lbs. of feed per hour per horse power used. Capacity, 2 to 3 tons per hour. Equipped with genuine DREADNAUGHT "Shear-Cut" Plates and ball bearings. 90% of the feed grinders in Michigan are DREADNAUGHTS. *There must be a reason!*

*Write for Catalogue C*

Feed Grinders  
 Ear Corn Crushers

Feed Screens  
 Corn Shellers

**GYANT ENGINEERING CO.**  
 PORT HURON, MICH.

**WHAT DO YOU NEED?**

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

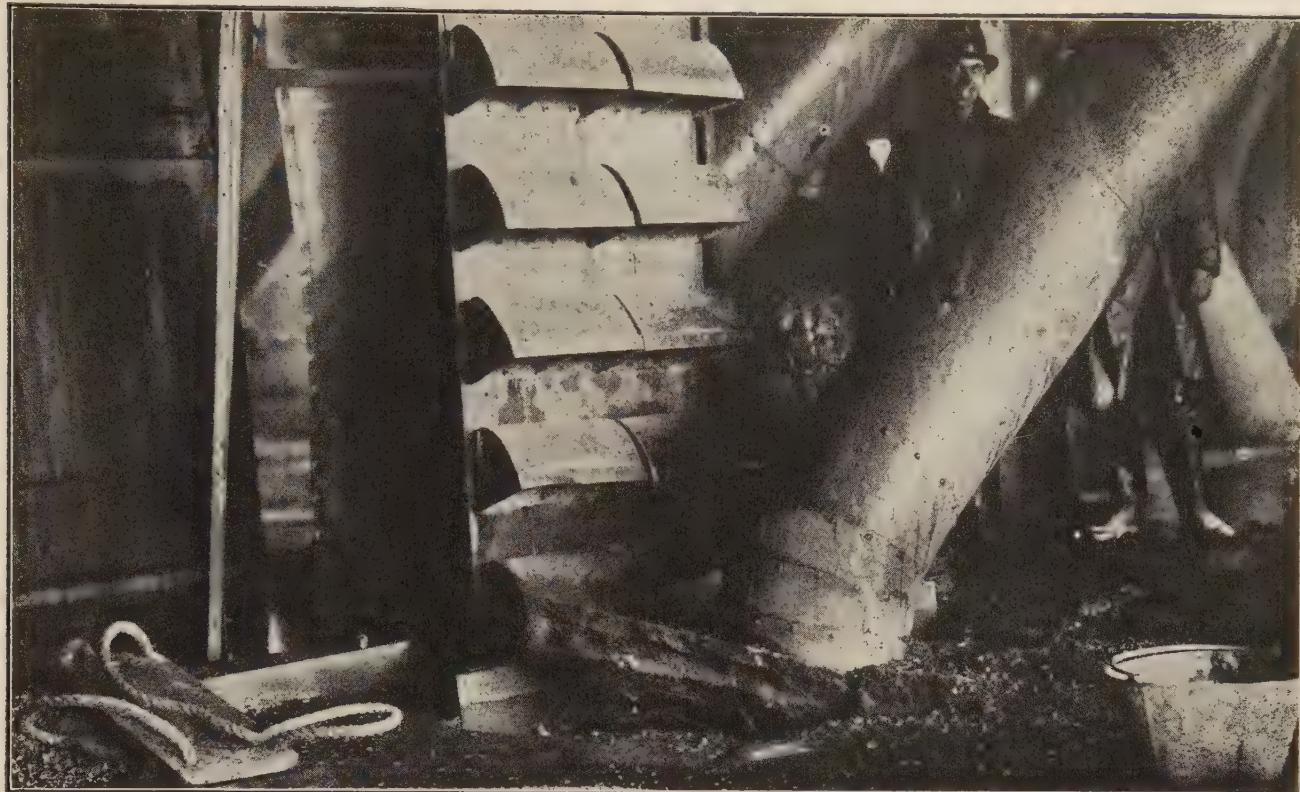
|                     |                              |
|---------------------|------------------------------|
| Account Books       | Herringbone Reduction Gears  |
| Attrition Mill      | Lightning Rods               |
| Bag Closing Machine | Manlift                      |
| Bags and Burlap     | Moisture Testers             |
| Ball                | Mustard Seed Separator       |
| Bearings { Plain    | Oat Bleachers and Purifiers  |
| Roller              | Oat Clipper                  |
| Belting             | Painting or Repairing        |
| Boots               | Pneumatic Conveying Equip'mt |
| Buckets             | Portable Elevator            |
| Car Liners          | { Kerosene Engine            |
| Car Loader          | Power { Gas Engine           |
| Car Mover           | { Motors                     |
| Car Puller          | Power Shovel                 |
| Car Seals           | Railroad Claim Books         |
| Cleaner             | Renewable Fuse               |
| Clover Huller       | Rolls for Cracking Corn      |
| Coal Conveyor       | Sample Envelopes             |
| Conveying Machinery | Scales                       |
| Distributor         | Scale Tickets                |
| Dockage Tester      | Scarfing Machine             |
| Dump { Auto Truck   | Self Contained Flour Mill    |
| Wagon               | Separator                    |
| Dust Collector      | Sheller                      |
| Dust Protector      | Sieves                       |
| Elevator Brooms     | Siding-Roofing { Asbestos    |
| Elevator Leg        | Steel                        |
| Elevator Paint      | Silent Chain Drive           |
| Feed Mill           | Spouting                     |
| Fire Barrels        | Storage Tanks                |
| Fire Extinguishers  | Testing Apparatus            |
| Grain Driers        | Transmission Machinery       |
| Grain Tables        | Transmission Rope            |

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

**INFORMATION BURO**

Grain Dealers Journal, 309 So. La Salle St., Chicago



## 488 Elevators Destroyed Last Year

### How?

By explosion and by fire! And 12.65% of these losses were caused by friction—a faulty belt lets the buckets rub on the leg casing—worn fragments of a defective belt rub against surrounding equipment.

To eliminate the faults of belts and reduce this hazard to its minimum proportions the Goodrich organization through long study and experiment produced "LEGRAIN" and

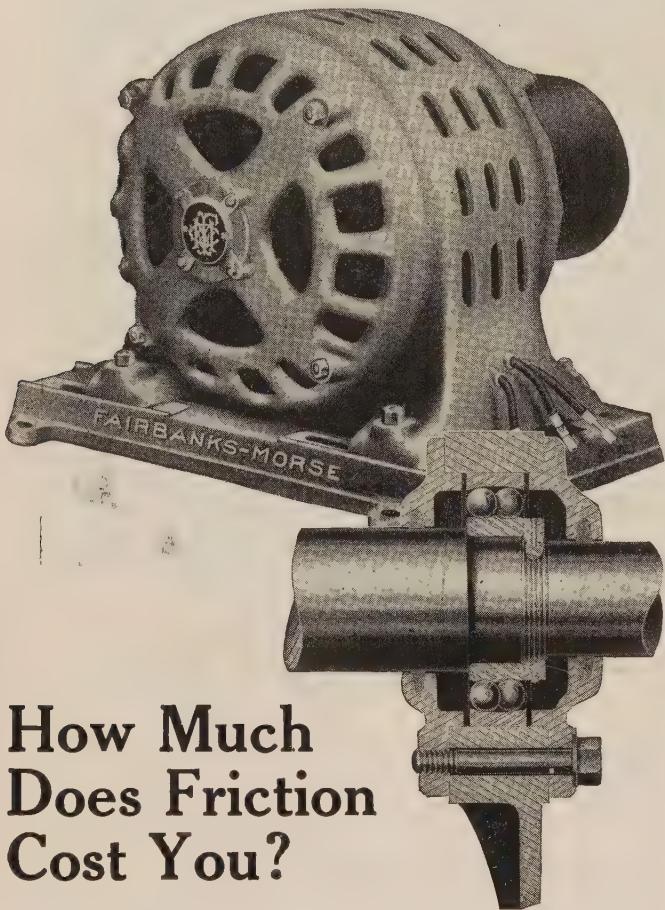
"CARIGRAIN." The fundamental thought in their development has been to build into them vitality and staying quality insuring flawless, uninterrupted and safe operation throughout a long life.

The operator looking for safety finds it in "LEGRAIN" and "CARIGRAIN," and the elevator builder who stakes his reputation on the lasting qualities of the house he builds specifies these belts.

THE B. F. GOODRICH RUBBER COMPANY  
Akron, Ohio

# Goodrich "Legrain" and "Carigrain" BELTS

## Fairbanks-Morse Ball Bearing Motors



### How Much Does Friction Cost You?

Bearing friction means current waste. Ball bearings reduce friction and save current. This means big savings in money and in addition you get better and longer service from Fairbanks-Morse Ball Bearing Motors.

Dust-proof, grease packed bearings require attention only a few times a year—reduce maintenance costs.

In addition to all bearings—a one piece rotor winding with end rings cast on solid copper bars give mechanical strength and high conductivity.

Solid cast frame—rigid base with broad feet cast on.

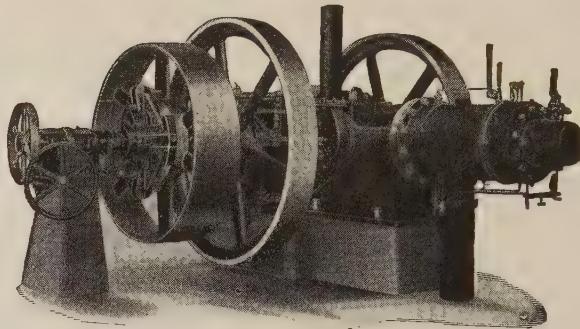
Standard 40 degree rating affords a factor of safety and assurance of service when actual load is not definitely known.



**Fairbanks, Morse & Co.**  
Manufacturers, CHICAGO

Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

## MUNCIE *Heavy Duty* Oil Engine



### USE CRUDE OIL AND FUEL OIL

Reduce Your Fuel Bill 80 Percent  
Sizes 10 to 250 H. P.

**MUNCIE OIL ENGINE CO.**  
MUNCIE, IND., U.S.A.

Branches: Atlanta, Ga. Dallas, Tex. Export Dept.  
36-40 W. 60th St., N. Y. City

## Dust Collectors



alone do not prevent explosions in Elevators, but

**DAY**

Dust Collecting Systems do when properly installed.

**The Day Company**  
1006 Lyndale Avenue N.  
Minneapolis, Minn.



ARE  
YOU STILL  
CLIMBING  
STAIRS?

## Why Not Save Your Time, Health and Energy?

Think how pleasant and convenient it would be to walk over to a constantly moving passenger elevator, step on, and be safely elevated to the top floor and return, after performing the duties that necessitated your errand, on the down-going side, with practically no effort on your part.

You and your employees can enjoy just such conveniences, save time, and prolong your lives by installing a Barnard-Moline All Steel Employees' Belt Elevator, here illustrated, which is especially designed for use in large flour mills, warehouses, grain elevators, factories, etc.

As its name implies, it is constructed entirely of steel and cast iron, except the tops of the Barnard-Moline Patented Double Tread Steps, which are made of hard wood. It is equipped with either belt or motor drive, as desired. It occupies a floor space of only 30 by 70 inches.

### You Cannot "Go Over the Top"

Each double-tread step is equipped with a lever and spring-actuated trigger device that is thrown in and out of position when operator's weight is on or off the step. In operation, should an operator fail to alight at the last upper landing station, the trigger intercepts one of the parts of the Barnard-Moline Patented Automatic Safety Stop Device, which is securely fastened to one side of the steel channel frame, approximately 12 inches above the top floor, stops the elevator, and positively locks it in this position until operator steps off and starts it manually, by use of the hand rope at side of elevator.

Send us the total height, measured from level of lowest floor to that of the highest floor of your building, also a full description of the kind of electric current you will use, specifying phase and voltage of motor, and we will tell you exactly what it will cost, complete, ready to install, or, if Belt-Drive is desired in place of the Motor Driven Type, just send us the dimensions of your building, as stated above.

**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
MILL FURNISHERS  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

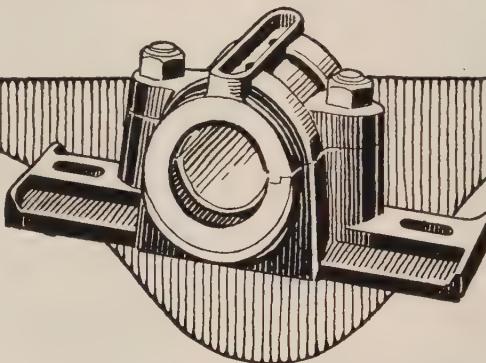
# TRANSMISSION MACHINERY

THE Caldwell line is complete. Bearings—heavy, properly designed, and well finished. Pulleys of ample weight and accurately turned. The entire line has achieved outstanding recognition under hard service.

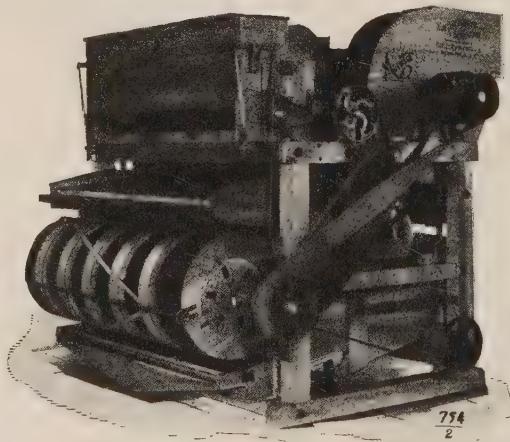
Let us figure on your requirements. Caldwell promptness is traditional. It is at your service. Our stocks assure prompt shipment.

H. W. CALDWELL & SON CO. LINK-BELT COMPANY, OWNER  
 Chicago, 17th St. and Western Avenue      Dallas, Texas, 709 Main St.      New York, Woolworth Bldg.

# CALDWELL



C-7

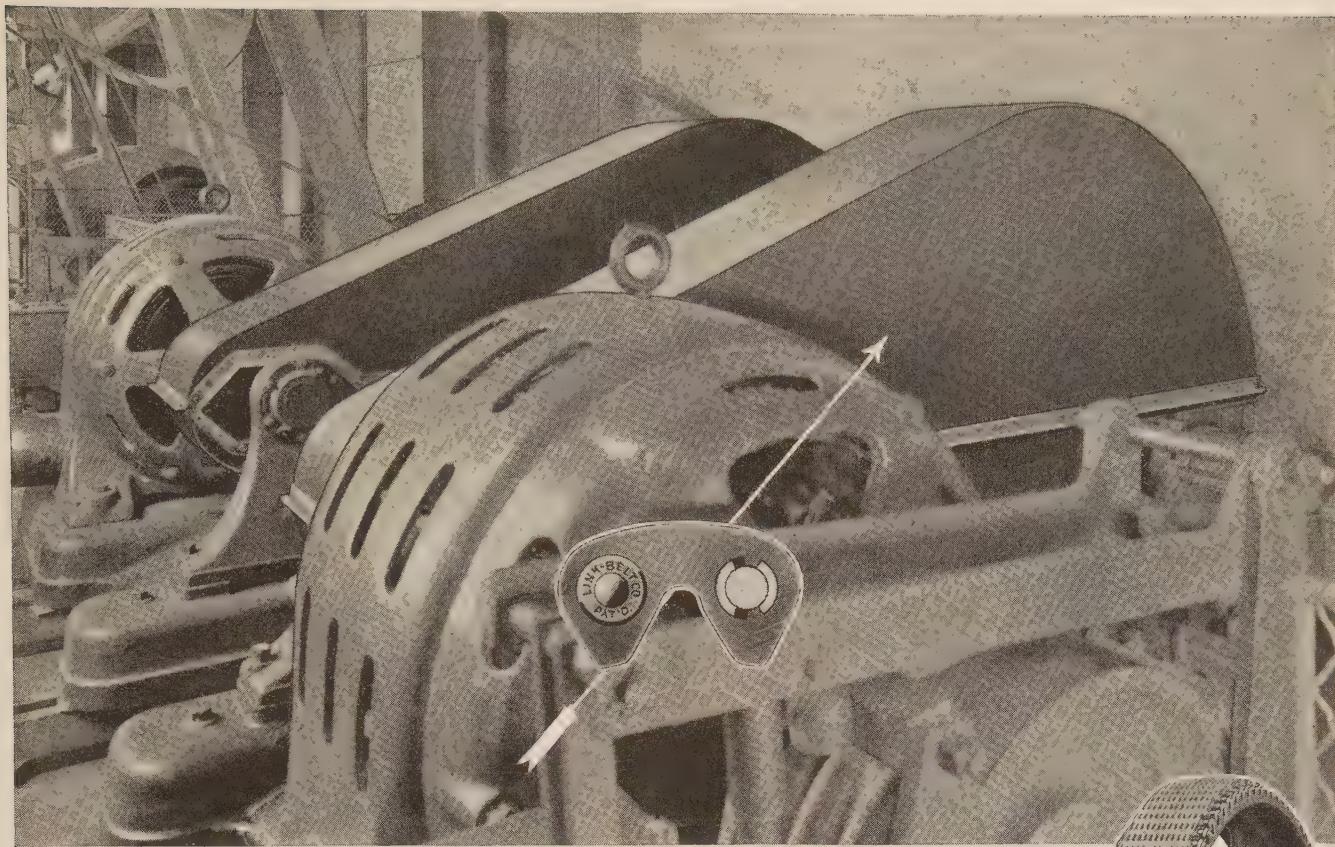


## Right Construction

MONITOR made means years of service. A MONITOR not only starts right but it continues right during long years to come. A MONITOR NORTHWESTERN continues that perfect wheat-from-oats separation just as long as you give it reasonable care. It has the materials in it to wear for years.

Canadian Plant  
**HUNTLEY MFG. CO. Ltd.**  
 Tillsonburg, Ont.

**HUNTLEY MFG. CO.**  
 Department B      SILVER CREEK, N. Y.  
 (In writing, mention Department)



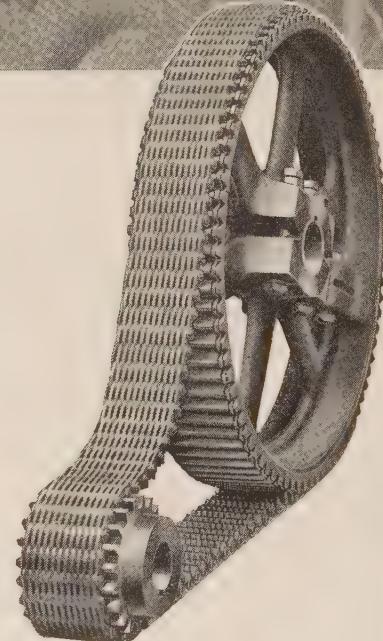
## 50 LINK-BELT SILENT CHAIN DRIVES AT PORT OF NEW ORLEANS ELEVATOR

LINK-BELT Silent Chain was again selected as the standard drive for the recent addition to the Port of New Orleans elevator through the contractors, A. M. Crain Co. of Chicago.

In the original installation, made in 1916, 33 drives totaling 1805 H. P. were installed. To date, 50 drives, 2645 H. P. are in use.

This is but one instance in many, where Link-Belt Silent Chain has been used continuously year after year as the standard means of power transmission in grain elevators and mills. The use of one Link-Belt Silent Chain Drive usually leads to its adoption as the standard drive.

Send for Booklet No. 309, "The Ideal Drive for Grain Elevators".



Flexible as a Belt—  
Positive as a Gear—  
More Efficient than Either.

951

### PHILADELPHIA

New York . . . . . Woolworth Bldg.  
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St. Louis . . . . . Central National Bank Bldg.  
Buffalo . . . . . 547 Elliott Square  
Wilkes-Barre . . . . . 2nd National Bank Bldg.  
Huntington, W. Va. . . . . Robson-Fritchard Bldg.  
H. W. CALDWELL & SON CO., CHICAGO, 17th and Western Ave.

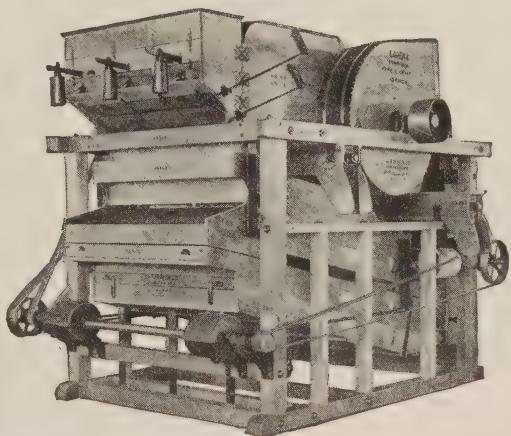
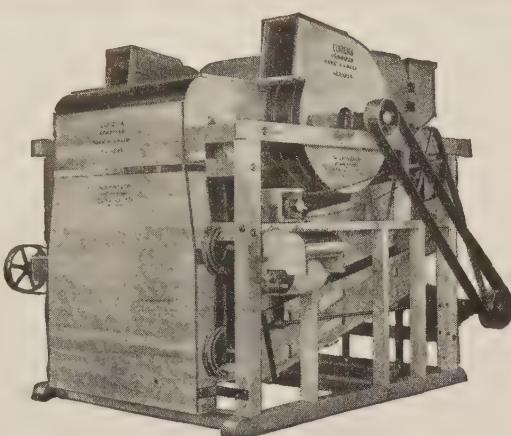
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Charlotte, N. C. . . . . J. S. Cottrill, Com'l Bank Bldg.  
In Canada, Canadian Link-Belt Co., Ltd.  
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# LINK-BELT



Another  
**"EUREKA"**  
 Thoroughbred

Is our combined machine for cleaning both  
**CORN and SMALL GRAINS**

In this "EUREKA," mechanical excellence and practical utility go hand in hand. Here our engineering staff has scored a worth-while triumph—the first Combined machine without a drawback. You need this up-to-date, accessible, light-powered profit producer.

Our profusely illustrated Bulletin No. 82 is yours for the asking—write for it.



**S. HOWES COMPANY, Inc.**  
 Silver Creek, N. Y.

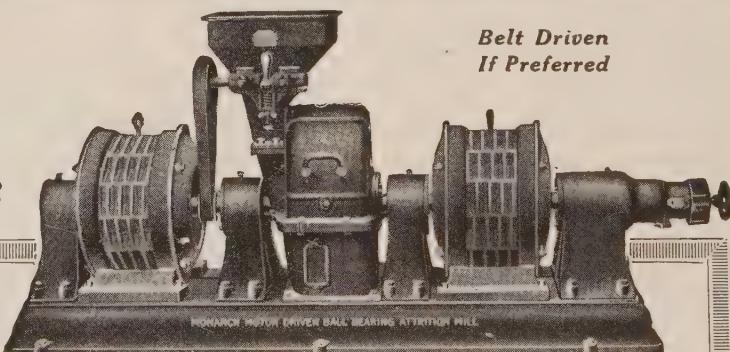
European Branch: S. Howes, 64 Mark Lane, London, Eng.



*Consider Its*  
**AVERAGE**  
*Service Records*

IS there not something of uncommon significance in the fact that Monarch Ball Bearing Attrition Mills are frequently bought by elevator operators who have owned or operated feed grinders of other makes?

Instances of unusual performance can be cited by the score; but if you



*Belt Driven  
 If Preferred*

will just consider the **average** of this mill's service records, you can readily satisfy yourself that it is really a superior machine.

Write and ask us to send you descriptive literature, and to tell you where you can see a Monarch in operation.

**SPROUT, WALDRON & COMPANY** 1202 Sherman St., MUNCY, PENNA.

CHICAGO OFFICE:  
 9 So. Clinton St.

The Monarch Mill Builders

KANSAS CITY OFFICE:  
 308 New England Bldg.

**MONARCH**  
 BALL BEARING  
 ATTRITION MILL



**SIDNEY ELEVATORS AND MAN LIFTS**  
 are Money Makers  
 They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements.  
 SIDNEY ELEVATOR MFG. CO.  
 Sidney, Ohio

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

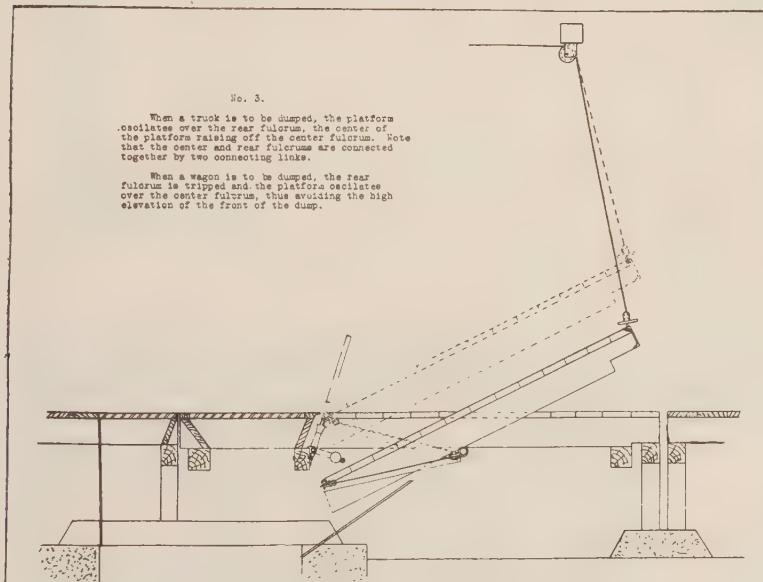
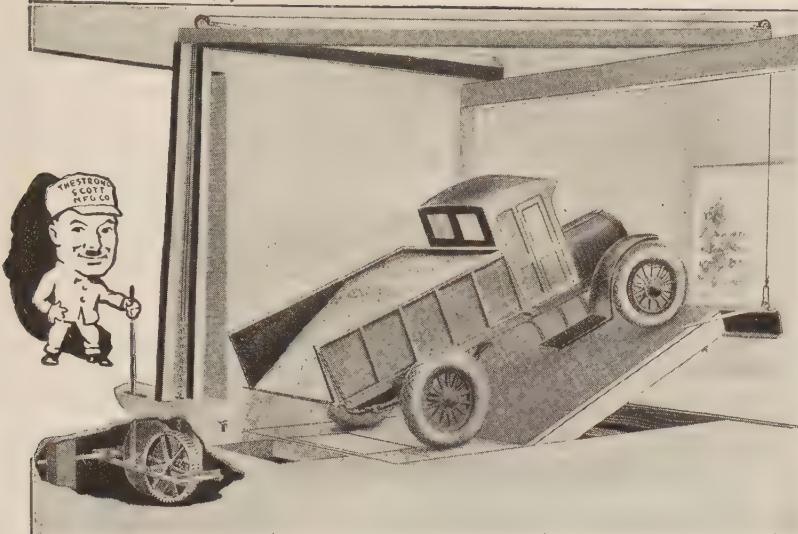
**WHITE ★ STAR ★ CO.**  
 WICHITA, KANSAS

**Cover's Dust Protector**

Rubber Protector, \$2.00  
 Sent postpaid on receipt  
 price; or on trial to responsible  
 parties. Has automatic valve and  
 sponge.

**H. S. COVER**  
 Box 404 South Bend, Ind.





You **Know** you need a good truck dump but for some unknown reason you're holding off from buying. You can prepare now for the "rainy" day when the rush is on and you wouldn't want to take the time of tying up your unloading platform. So why hesitate now? If it's just a question of finding the right kind, let the hundreds of present satisfied owners of the Bird Auto Truck Dump decide the question for you. The best way we know of to impart to you some of the enthusiastic confidence we, ourselves, have in the Bird Auto Truck Dump, is to give you our guarantee of absolute satisfaction.

**STRONG - SCOTT MFG. CO.**

*Everything for Every Mill and Elevator*

Minneapolis, Minn.

Great Falls, Mont.

## Compact— Efficient— Durable—

OF course you remember the Arkansas Traveler's story about the farmer with the leaky roof on his house— Said the Traveler, "Why don't you fix that roof?" "Well," replied the farmer, "you see it's been raining here-a-bouts lately and I couldn't fix it in the rain." "Well, why don't you fix it when it don't rain?" Because, when it don't rain, it don't leak."

That's just the point we'd like you to consider right now. There could be no better time than the present for you to install that

**BIRD AUTO TRUCK DUMP**

# What About Your Machinery

—IS IT READY FOR THE NEW CROP?

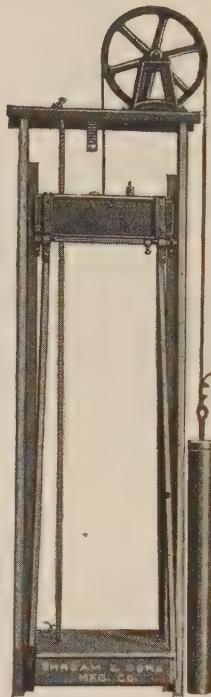
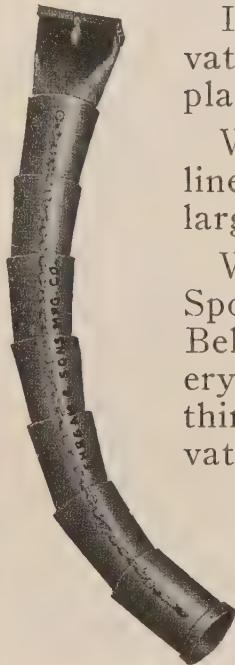
If you are planning on building a new elevator, or enlarging or repairing your present plant, the sooner you do it the better.

We are manufacturers of the most complete line of machinery in the middle west for either large or small elevators.

Write us for prices on Wood or Steel Legging, Spouting, Turnheads, Elevator Cups, Screw or Belt Conveyor, Power Transmission Machinery, Roller Feed Mills, Dumps, Manlifts or anything you need to properly equip your elevator.

Our catalog No. 22 sent on request.

**The J. B. Ehrsam & Sons Mfg. Co.**  
Enterprise, Kansas



## Flexible Car Loading Spouts



### —Telescoping—

Any length, diameter or gauge of steel with round or square head. Fully guaranteed. Each spout treated with heavy coat of high-grade black asphaltum paint to prevent rust and insure lasting durability.



Our new prices will represent a real saving to you, no matter how large or how small your requirements. We can meet your specifications exactly and assure you of prompt delivery.

Write today for illustrated catalog and low prices.

**STANDARD STEEL WORKS**

16th and Holmes Streets

North Kansas City, Missouri

*We Make a*  
**SPECIAL BUSINESS**  
*of*  
**REPAIR WORK**

*Our Repair Crews for*  
**REMODELING and OVER-**  
**HAULING GRAIN ELEVATORS**  
*Go All Over The Grain Territory*

*If you have any changes in view, write us and we will send an engineer, without cost to you to estimate your work.*

**GRAIN DEALERS SUPPLY CO.**

**MINNEAPOLIS / MINNESOTA**

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**FT. DODGE, IA. / HASTINGS, NEBR. / ABERDEEN, S.D. / FARGO, N.D.**

**MARKET QUOTATIONS**

concerts and lectures from nearly every large city can be received by you with one of our high grade long distance

**RADIO SETS**

sold absolutely complete at \$125 to \$250.

**WRITE NOW! DEMAND IS HEAVY**

A Radio Aerial properly installed is one of the best

**PROTECTIONS AGAINST LIGHTNING**

**TANKERSLEY SALES AGENCY**  
105 W. Monroe St. Chicago, Ill.

**Radio Telephone Market Quotations**

together with concerts and lectures are being broadcasted from nearly every large city.

Reasonable deliveries can be made on orders placed now.

Know with whom you are dealing. Ask any Board of Trade firm about us.

**THE NASH-ODELL CO.**

(Formerly Charles A. Nash, Inc.)

Franklin 1085 172 N. Franklin St. Chicago, Ill.

**BAD ORDER CARS**

cause the loss of many hard earned dollars to shippers of grain and seed.

**MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

**KENNEDY SYSTEM** of car liners prevent leakage in transit and we make car liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

**WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

**THE KENNEDY CAR LINER & BAG CO.**  
SHELBYVILLE, IND.  
Canadian Factory at Woodstock, Ontario.

**Wagon Loads Received**

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

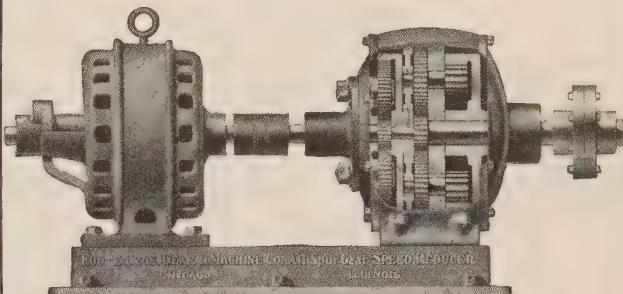
The book is  $9\frac{1}{2} \times 12$  inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

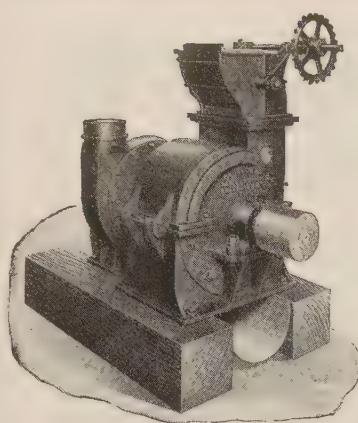
Price, \$2.75

**GRAIN DEALERS JOURNAL**  
309 South La Salle St., CHICAGO, ILL.

**FOOTE SPEED REDUCERS**

**The One Best Method of Reducing Electric Motor Speeds for Operating Elevator Legs and Conveyors**





## Gruendler Feed Mixer and Grinder

*America's Famous Feed Grinder*

For General Utility—use the Gruendler Grinder. It will crush, grind and mix your feeds just as you want them.

Gruendler Feed Grinders have been serving the field for 50 years. All parts are easily adjustable and accessible. Made of best steel throughout. All machines are guaranteed for 2 years against defects in material or workmanship. Unbreakable.

Gruendler Patent Crusher & Pulverizer Co.  
993 N. Main St. St. Louis, Mo.



## DIXON'S Silica Graphite Paint

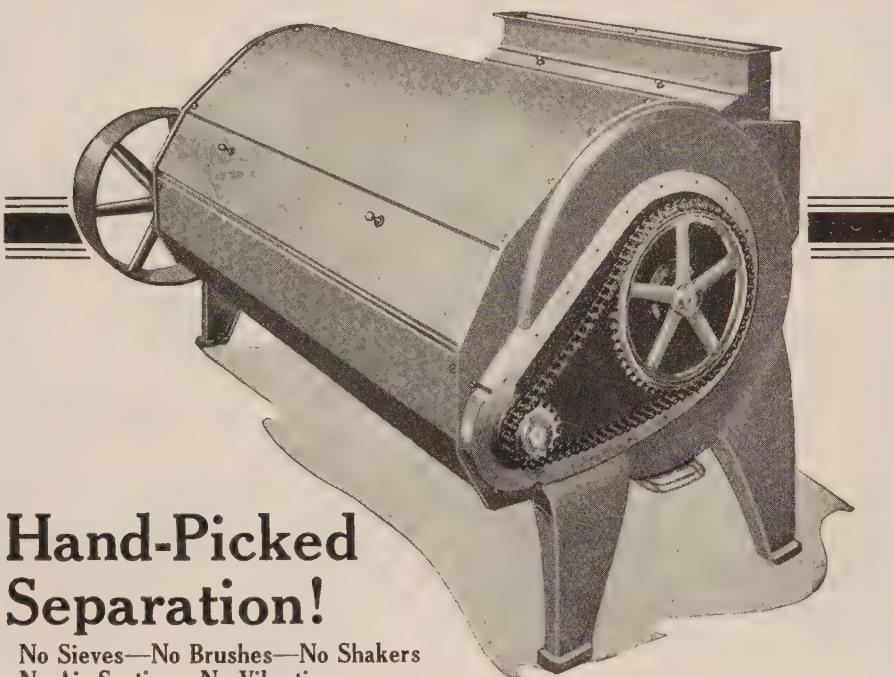
because of its better protective qualities makes frequent repainting unnecessary and so gives better protection at lower cost.

It is a natural combination of flake silica-graphite. The vehicle is best boiled linseed oil. It will not peel, crack or flake off because the natural elasticity of flake graphite, while the silica is an anchor that withstands wear.

*Write for booklet No. 15-B*

JOSEPH DIXON CRUCIBLE CO.

Jersey City, N. J.  
Established 1827



## Hand-Picked Separation!

No Sieves—No Brushes—No Shakers  
No Air Suction—No Vibration

Absolutely CLEAN wheat, as carefully picked as you could do it by hand—that's the kind of work you get from the Carter Disc Separator.

### Try It At Our Risk

Here's our offer—if, after a reasonable trial, it is not satisfactory to you in all respects, we agree to accept its return and give you full credit for it. Write at once for complete catalog.

CARTER-MAYHEW MFG. CO., 611 Fifth Ave., S., Minneapolis, Minn.  
In Canada: Mfg. and sold by the Strong-Scott Mfg. Co., Ltd., Winnipeg.

Gentlemen:

Fort Worth, Texas  
We take pleasure in advising that our standard two-high unit Carter Disc Separator bought of you last summer has given us entire satisfaction. Its separations have been all that you claimed that machine would do, and our trade has learned from experience that we are in position to take their Wheat mixed with other grains and make separations for them to their great profit.

We are running our separators with a great deal of regularity, and we find it to our advantage and profit to run most of our Milling Wheat over our two-high separators before loading out, as we ship cleaner, brighter and higher test Wheat than we could otherwise on our Milling Wheat contracts.

THE FORT WORTH ELEVATORS CO., Per Jule G. Smith, Pres.

READ THIS LETTER



## The New Silent EMERSON Dockage Tester

Has a new roller feed device and a screening arrangement. It is noiseless and free from vibration. Either electric or hand driven. Adopted by the Federal Inspection Departments.

*We Will Take Your Old Tester in Trade*

Emerson Mfg. Co.  
2601 32nd Avenue So.  
MINNEAPOLIS, MINN.

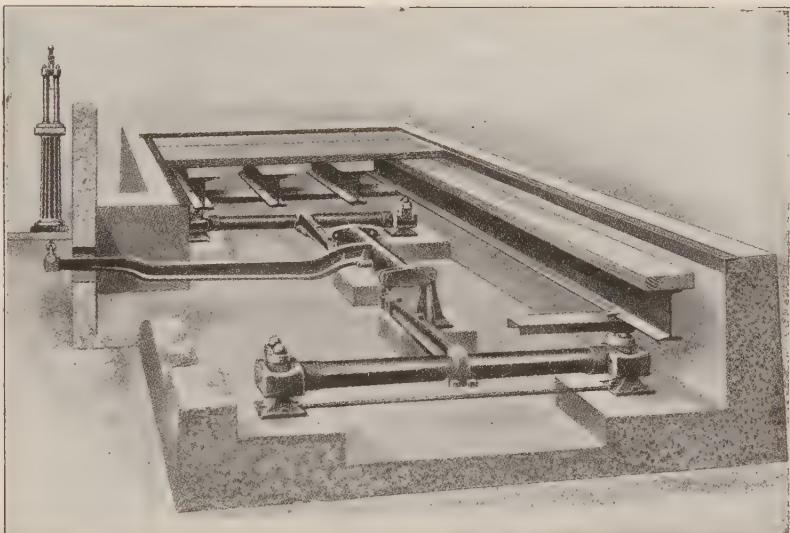
DAVENPORT, IA.—We find the Grain Dealers Journal to be a very readable and interesting paper and trust that it will maintain its present high level.—Horace McCord, pres. Merchants Elevator Co. Berlin, Ill.

**CARTER**  
DISC  
**SEPARATOR**

# Howe Ball Bearing Auto Truck and Wagon Scales

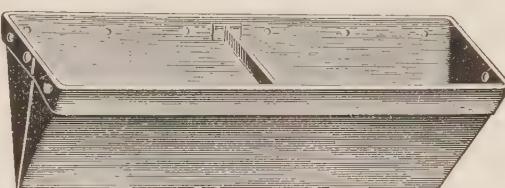
The cut below shows our **Special** 10-Ton Auto Truck and Wagon Scale for Country Elevators and Coal Yards. Platform 16x8 and **Full Heavy Steel Four I Beam Construction**, with Angle Iron Outside Frame.

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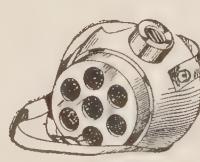
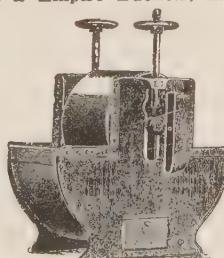
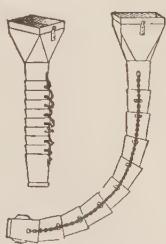
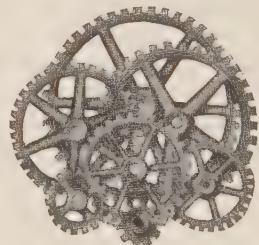


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Over **200** of these Special Scales sold in Nebraska and Iowa in 1920. Send for this list. Write users and get their opinions of this **Special** Scale.



Minneapolis V Buckets  
Salem & Empire Buckets, Large Stock



Complete stocks of all kinds of Pulleys, Belting, Sprockets, Loading Spouts, Grain Spouting and everything for a complete elevator. Write us.

**AMERICAN SUPPLY & MACHINERY CO.**  
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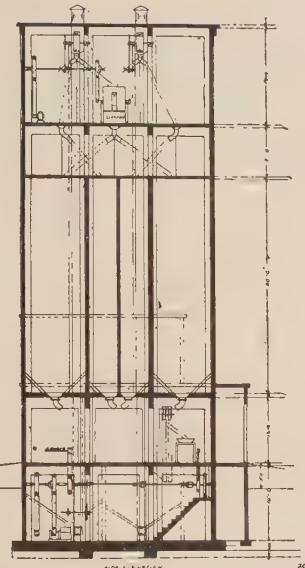
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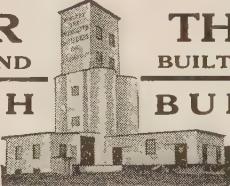
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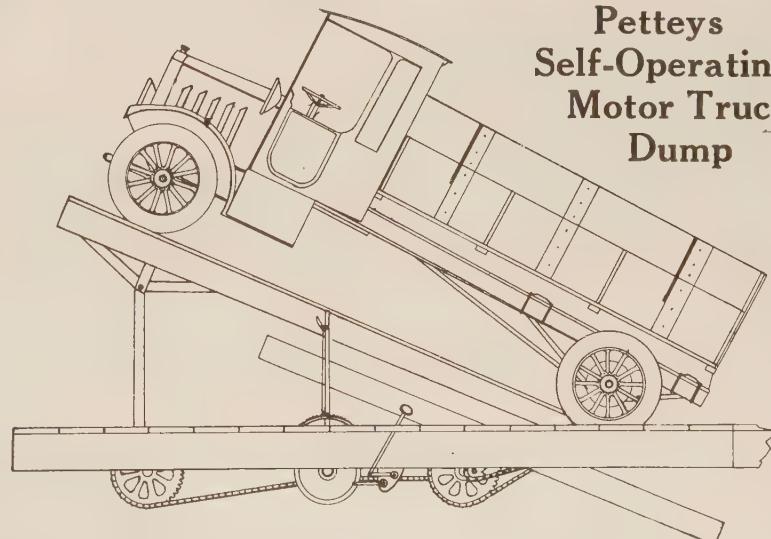


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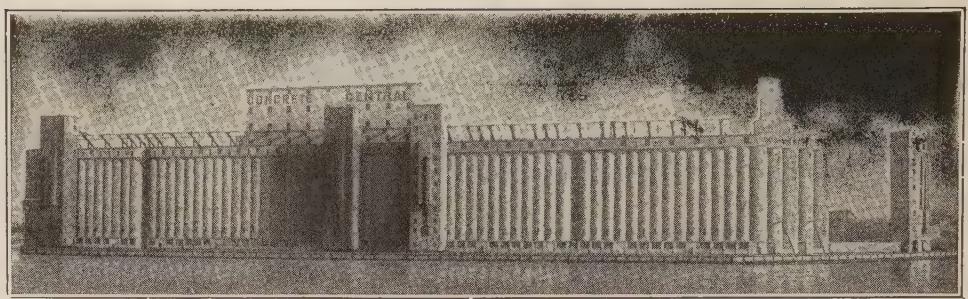
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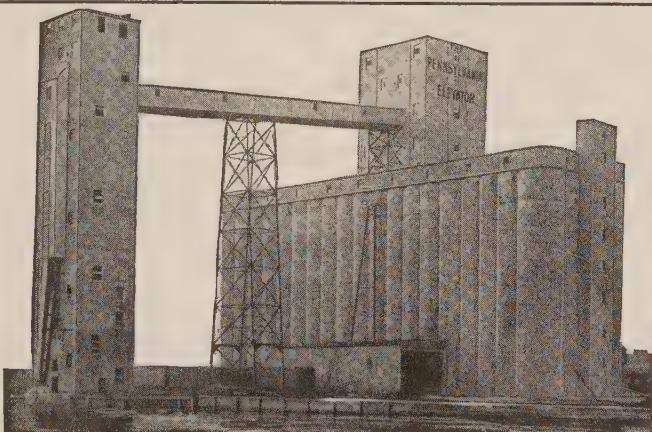


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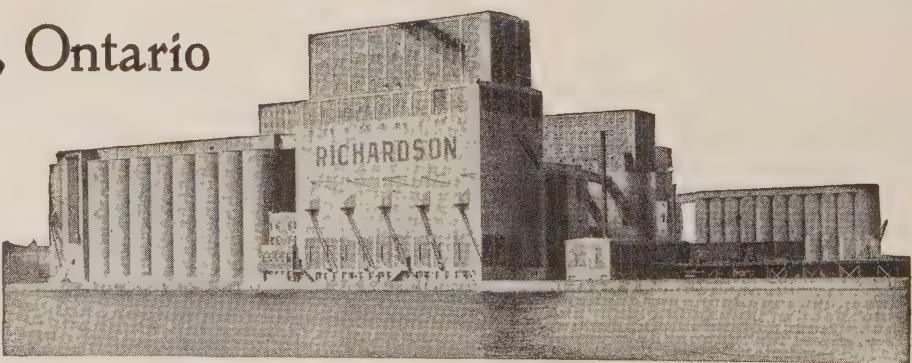
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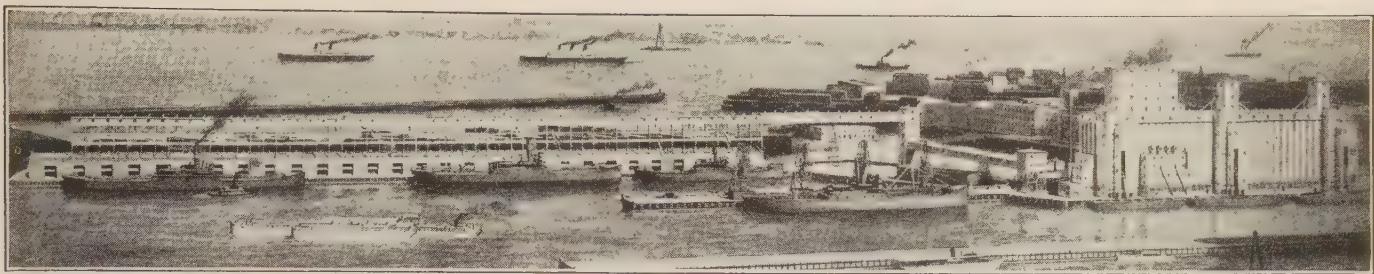
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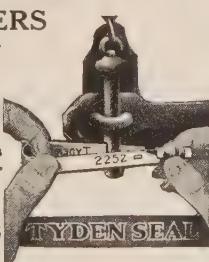
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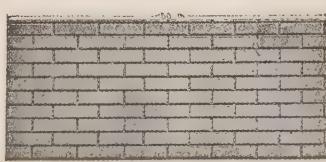
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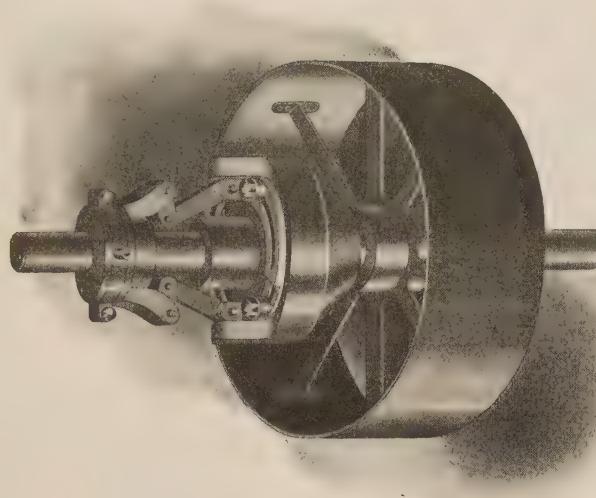
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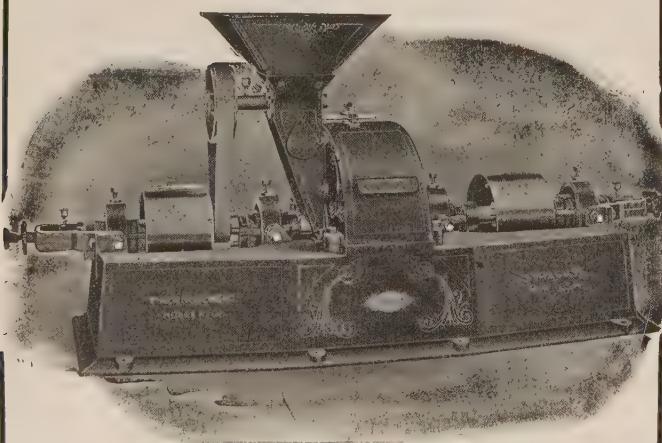
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CAPACITY:  
200 Lbs. Coal  
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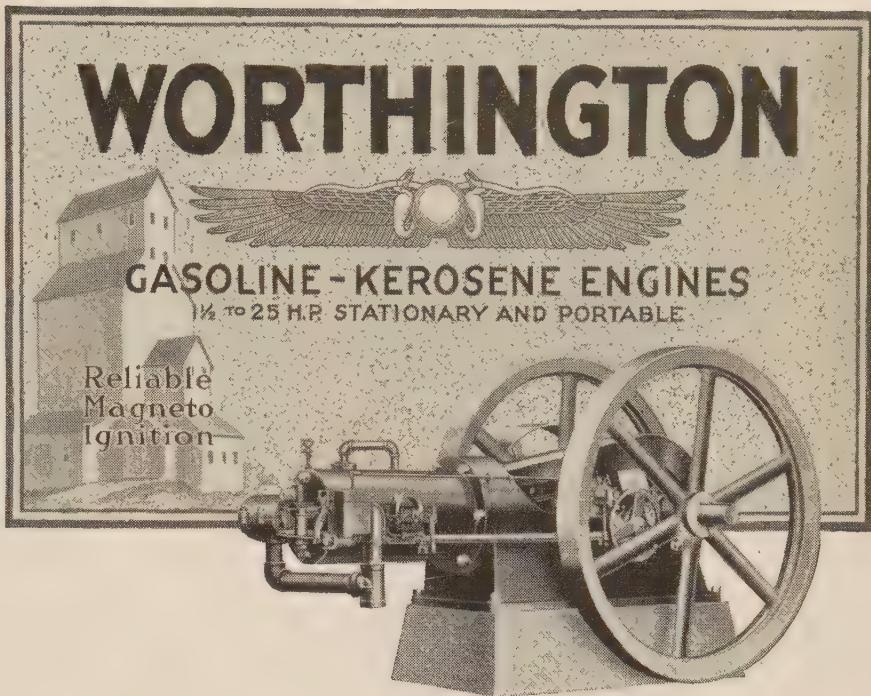
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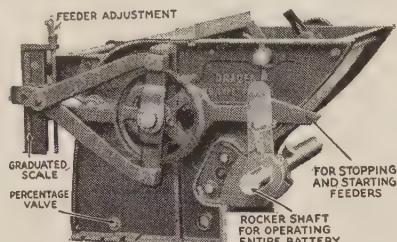
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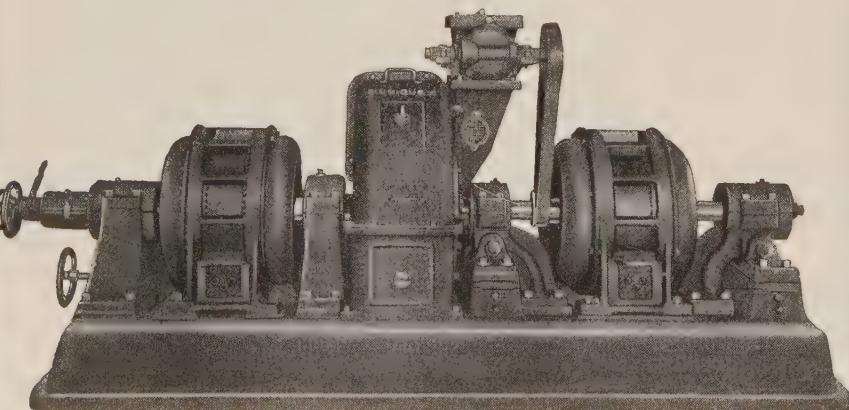
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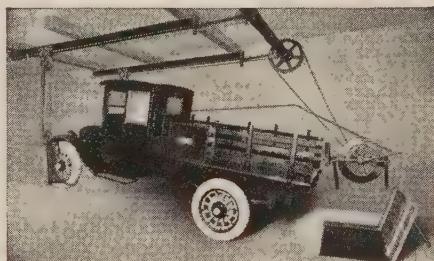


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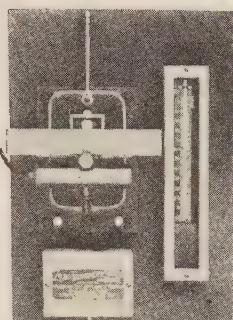
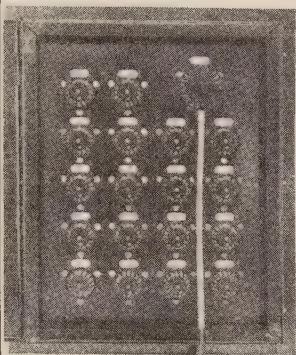
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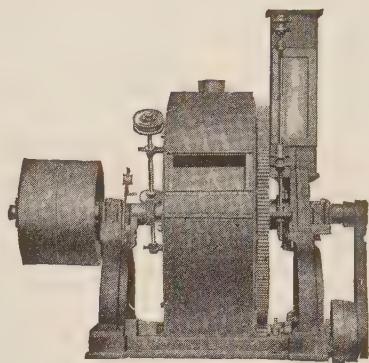
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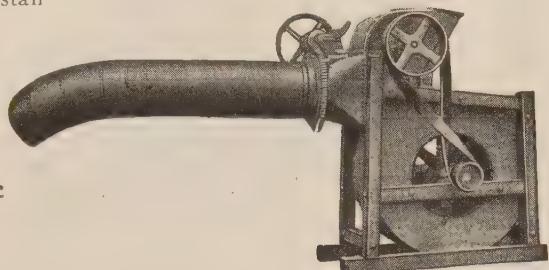
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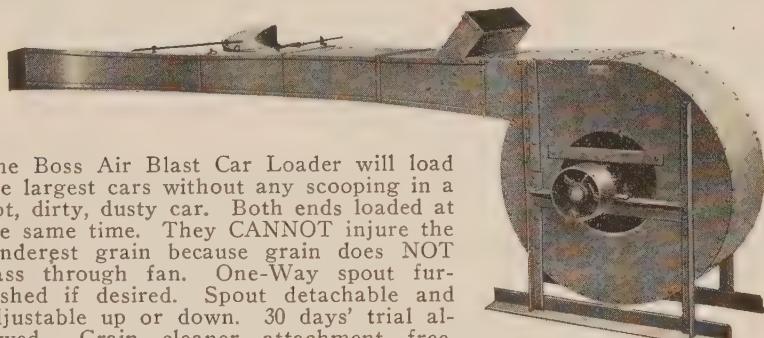


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MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS

## Load Railroad Cars Without Scooping



The Boss Air Blast Car Loader will load the largest cars without any scooping in a hot, dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout detachable and adjustable up or down. 30 days' trial allowed. Grain cleaner attachment free. Grades raised. Make your house modern by installing one. New catalog No. 22 and prices mailed upon request. It shows portable car loaders for loading grain from wagons to cars without scooping.

Maroa Manufacturing Company, Dept. G, Maroa, Ill.

## THE BUSY SEASON

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE and ECONOMY IN USE are important features.

### The HALL SIGNALING DISTRIBUTOR

is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.

If you had two legs in your elevator, one of them a HALL SPECIAL with 7x5½ inch "Omaha" cups, the other an ordinary leg with 11x7 cups, the HALL SPECIAL would elevate the most grain, do it with less attention, and less cost.

It would cost less to build, and less to maintain. It would elevate steadily, uniformly, reliably. Write for our Catalogs.

**Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.**



WHEN EVERY AGENCY FOR  
SAFETY OPERATION SAYS  
"DO AWAY WITH DUST"  
IT'S TIME THAT YOU LIS-  
TENED TO REASON—



The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

### The New "1905" Cyclone Dust Collector

THE FACTS ARE MIGHTY  
INTERESTING

**The Knickerbocker Co.  
JACKSON, MICH.**

## SCALE TICKET COPYING BOOK

Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½ x 11 inches. Printed on good paper. Order Form No. 73

PRICE \$1.00

**GRAIN DEALERS JOURNAL  
315 So. La Salle St., Chicago, Ill.**

## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

KANSAS—25,000-bu. terminal elevator and mixing house; two railroads; \$20,000.00; terms. Koch, Hutchinson, Kansas.

OKLAHOMA 10,000 bu. capacity elevator for sale; side lines. Address 48L36, Grain Dealers Journal, Chicago, Ill.

KANSAS—Good elevator site and private switch in a good wheat section. Write W. A. Willison, Elk City, Kansas.

N. W. MISSOURI 10,000 bu. elevator for \$7,000. Good town and fine prospects for crop. Address 48J22, Grain Dealers Journal, Chicago.

5,000-BU. ELECTRICALLY equipped elevator at Blanchard, Ohio, for sale; iron roof and asbestos siding; located on T. & O. C. Write Ginder & Smith, Dunkirk, Ohio.

IOWA—One of the best grain elevators in North Central Iowa for sale; modern equipment, first class condition, and priced to sell. Address 48H12, Grain Dealers Journal, Chicago.

MICHIGAN—Elevator, feed and seed business in Lenawee County for sale, in an unusually prosperous farming community. Address Onsted Co-op. Ass'n, Onsted, Mich.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

MISSOURI—15,000 bu. elevator for sale on Wabash R. R., in good territory; electrically operated; only elevator here; carry all side lines; doing good business. Want to retire. Address 47X16, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUMBER YARD—Modern 25,000-bushel cribbed elevator with up-to-date office and large lumber shed, located at a good grain point in Central Ill. Can be bought worth the money. C. A. Burks, Elevator Broker, Standard Life Bldg., Decatur, Ill.

TWO MICHIGAN elevators for sale in best Bean, Grain and Hay territory. Good acreage grain and hay and excellent crop prospects; large acreage of beans assured. These properties are money makers and merit closest investigation. Address 48K17, Gr. Dealers Jour., Chicago.

CENTRAL IOWA—Six elevators on Chicago, Great Western R. R., handling grain, feed and coal; all modern equipment and in first class condition. The opportunity of a lifetime to purchase an old established and money-making business. Address 48D14, Grain Dealers Journal, Chicago, Ill.

ILLINOIS 20,000-bu. capacity elevator, located on C. B. & Q. R. R., for sale. Good coal and feed business in connection, with new feed house and coal storage. Elevator in fine condition and equipped with electric power, 2 dumps, 2 scales. Exceptionally fine location. Only elevator in town. Priced right. Address 47S15, Grain Dealers Journal, Chicago, Ill.

EASTERN MICHIGAN—2 elevators, capacity 20,000 bushels each, warehouses, office building, coal sheds and all equipment, in good grain belt. Equipped with both motor and steam power, cleaners, loader, etc.; brick engine room. Nearest competition nine miles and good. To close an estate will sell for inventory value, which is far below cost to replace at present time. Address H. P. Stoughton Elevator Co., Capac, Michigan.

## ELEVATORS FOR SALE.

ONE NEARLY NEW modern elevator at Union Star, Mo., for sale. For particulars write H. J. Meierkord, Linn, Kansas.

SOUTHERN MINNESOTA elevator for sale; good cribbed house and good grain point. Address 48J2, Grain Dealers Journal, Chicago, Ill.

NEW 35,000 bushel elevator for sale in very heart of northern Oklahoma wheat belt. Address 48K5, Grain Dealers Journal, Chicago.

ALMOST NEW 10,000 bu. elevator for sale, on Chicago-Detroit branch of Wabash Ry. For further information write Home Grain Co., La Grange, Ind.

WEST. IOWA 32,000 bu. metal clad elevator for sale, on C. M. & St. P.; other buildings in connection; side lines; town of 2,000. Address 48J18, Grain Dealers Journal, Chicago.

A LINE of elevators located in the famous Judith Basin and Gallatin Valley of Montana will be sold as a whole or separately. Crops are fine. Address J. G. Crites, Receiver, Helena, Montana.

NORTHEASTERN KANSAS elevator for sale; 15,000 bushel cribbed house on the Santa Fe; no competition; crop prospect 100%. This is a bargain. Address 48J12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

CONCRETE ELEVATOR, electric power, grain cleaning mch., 125,000 bu. storage cap., coal, feed and hay trade. Best dairy section of Wisconsin. Transit rates on all grain from Iowa, Minnesota, the Dakotas and Wisconsin. Bargain. A. J. Pick, West Bend, Wis.

SOUTHWESTERN OHIO—Warehouse and elevator in good grain growing section, on division of P. C. & St. L. R. R.; capacity 10,000 bus. Examination of books will show it a money maker. No other elevator. Reason for selling, death in family. Address 48K18, Grain Dealers Journal, Chicago, Ill.

MICHIGAN—Grain and bean elevator, well equipped, with warehouse and coal sheds; well established business; good retail; no competition. Good town, fine farming community, excellent crops now growing. Write C. D. Beecher, Secy., Flushing, Mich.

FINELY EQUIPPED ELEVATOR, 100,000-bu. capacity, on tracks of C. & N. W. and C. St. P., M. & O. Railways in Minnesota; also switch to Chicago, Mpls. & St. Paul Ry. The station enjoys good transit privileges. This is a snap. If interested, write 48L23, Grain Dealers Journal, Chicago, Ill.

## BANKRUPT SALE.

Half million bushel capacity rapid handling elevator in first class repair, located on west bank Missouri River opposite St. Joseph, Mo., known as Elwood Elevator, together with about fourteen (14) acres of land, will be sold at the office of Hon. John S. Boyer, Referee in Bankruptcy, Rooms 903-4, Corby-Forsee Bldg., St. Joseph, Mo., June 15, 1922, to the highest bidder for cash in hand.

For further particulars address  
W. W. Simmons,  
Trustee in Bankruptcy,  
1008-9 Corby-Forsee Building,  
St. Joseph, Mo.

## ELEVATOR FOR SALE OR RENT.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn.

FOR SALE OR WILL LEASE on easy terms—8,000 bu. capacity elevator, equipped with 17½ h.p. engine, blower loader, auto scale, cleaner, feed grinder, 15 bbl. flour mill; all machinery in good condition. Wheat prospects at this point fine. Located on A. T. S. F. Ry. at Conway, Kansas. Write or call if interested. Box No. 7, Little River, Kansas.

## FOR SALE OR EXCHANGE.

HAVE four modern elevators in irrigated district of Wyoming. Will sell or trade for elevators in Central Nebraska. Address Box 597, Cheyenne, Wyo.

## FEED MILL & ELEVATOR FOR SALE.

A COMPLETE feed mixing plant with grain elevator, chop mill and hay grinding plant, for sale at a bargain. Easy terms. Well located for southern trade. Address 48K20, Grain Dealers Journal, Chicago, Ill.

OHIO—10,000 bu. grain elevator and new feed mill for sale; electrically operated; on Wheeling & Lake Erie R. R.; splendid wheat and dairy country; 300 feet private switch; coal yard. Want to retire. Address 48K8, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR & MILL FOR SALE OR RENT.

OHIO—25,000-bu. capacity elevator and 50-bbl. flour mill, on B. & O. Ry., in good grain country; no competition; doing a good business; established 16 years. Other business to look after. For particulars write to Elias Hutton, Frankfort, Ohio.

## ELEVATOR & MILL FOR SALE OR EXCHANGE.

FOR SALE OR TRADE—20,000-bu. Elevator, 25-bbl. Flour Mill, Meal and Feed Mill attached; in good town in Northeastern Oklahoma. Good for 175 cars per year. Reason for selling, death of owner. Address 48L16, Grain Dealers Journal, Chicago, Ill.

## MILL FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

## CENTRAL OHIO MILL FOR SALE.

Well equipped 100-bbl. plan sifter winter wheat mill, in good condition; now running; cheap natural gas power; never offered for sale before. Plenty of wheat, large territory, good town of 1,000. Must act quick. Address 48L1, Grain Dealers Journal, Chicago, Ill.

## PARTNER WANTED.

EVERY ADVERTISER who has once used our columns invariably finds our pages then and at a later date of service.

TO TAKE half interest in established grain and coal business in Central Illinois. Two good elevators handling about 400,000 bu. grain annually and big sideline business. Excellent territories and competition. Desire partner who can assume part management of the business or handle the books. Requires investment of \$15,000.00. Address 48L14, Grain Dealers Journal, Chicago, Ill.

# The GRAIN DEALERS JOURNAL.

## ELEVATORS WANTED.

**ELEVATOR WANTED**—Central Ill. elevator doing good business, worth the money. Address 48L29, Grain Dealers Journal, Chicago, Ill.

**WANT TO BUY OR LEASE** elevator located in good grain territory in Central Illinois. Address 48K13, Grain Dealers Journal, Chicago.

**WANTED**—An elevator, Iowa preferred, handling at least 200,000 bus. annually, with coal and feed business in connection. Address Marr & Young, Traer, Iowa.

**WANTED**—Elevators, 10,000 bus. cap. and up, in hard wheat section Southwestern Kansas; 50,000 bu. Central Illinois; Elevator and Flour Mill in Wisconsin.

### We Buy and Sell

#### Flour Mill Securities:

Consumers Bread Co. Stock  
Fisher Flouring Mills Co. Stock  
General Baking Co. Stock  
Loose-Wiles Biscuit Co. Stock  
Alberts Bros. Milling Co. Stock  
Quaker Oats Co. Stock  
Shredded Wheat Co. Stock  
Pillsbury-Washburn Flour Mills Bonds  
Northern Illinois Cereal Co. Bonds  
and various other.

**PAUL PLOTZ & CO.,**  
Investments,  
70 West Monroe St.,  
Chicago, Ill.  
Randolph 4715.

## FARM LANDS FOR SALE OR EXCHANGE.

**WILL TRADE** half section eastern Colorado land for an elevator. Box 37, Oxford, Neb.

**WILL TRADE** 205 acres of good land for a good elevator in Eastern Indiana or Ohio, or will lease an elevator. Box 126, Rockford, Ohio.

**I WILL SELL** my 230-acre farm 4 miles from town. I might consider one or two grain elevators as part payment. For terms Address Box 173, Elma, Iowa.

**WE HAVE** a section of land, part under cultivation, located 3 miles from Rolla, Kansas, a good grain point, to exchange for a good elevator. Address 48L3, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**JOHN A RICE** ELMER N. SMITH  
Elevator Brokers, Frankfort, Indiana.

**IF** you want to buy or sell an elevator write Koch, Hutchinson, Kansas.

**WANT TO HEAR** from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th street, Chippewa Falls, Wisconsin.

## ELEVATORS AND FLOUR MILLS

### Bought and Sold

Paul Plotz & Co.  
70 W. Monroe St., Chicago, Ill.

**ALWAYS HAVE ELEVATORS** For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

**JAMES M. MAGUIRE,**  
432 Postal Tel. Bldg., Chicago, Ill.

## CLAYBAUGH-MCCOMAS

### Offices

Frankfort, Ind. Indianapolis, Ind.  
223 B. of T. Bldg. 601 Board of Trade  
If you want to buy, sell or trade an elevator write us at either address.

## ADDRESS WANTED.

**ADDRESS** of H. S. Masters, formerly of Kansas City, Mo., Gibraltar Bldg., wanted. Address 48K25, Grain Dealers Journal, Chicago.

**PRESENT ADDRESS** of N. J. Rodenberg wanted; formerly of Devils Lake, No. Dak. Address 48K24, Grain Dealers Journal, Chicago, Ill.

**ADDRESS WANTED** of Louis Crouch, formerly doing business at Hillsboro, Texas, as the Couch Grain Co. Address E. E. S. Box 11, Grain Dealers Journal, Chicago, Ill.

## MACHINES FOR SALE.

**BOSS CAR LOADER** for sale; one No. 8. Address A. H. Richner, Crawfordsville, Ind.

**BARNARD & LEAS** 3 Roller Mill for sale; size No. 1, in good condition. Nelson Lumber & Supply Company, Grand Island, Neb.

**WRITE ME** for prices on used Midgets. All kinds new and used mill and elevator machinery. H. C. Davis, Bonner Springs, Kansas.

### PROTECT YOUR ENGINE.

Does the water from your pump and cooling system automatically drain back into your cistern? Then you owe it to yourself to learn how before you are forced to buy a new engine. Write N. O. Secret, Box 9, Grain Dealers Journal, Chicago.

**COMPLETE** machinery for a 50 bbl. flour mill, all in A1 shape, practically new; everything needed for a first class mill, including cleaning machinery, elevator legs, elec. bleacher, purifier, etc.; located in Central Kansas. Will sell at a bargain. Address 48K15, Grain Dealers Journal, Chicago.

### SUBJECT TO PREVIOUS SALE.

#### RESALE DEPARTMENT.

**1,000 Bu. Invincible Grain Separator**, complete with brushes, screens and dust collector.

**Conveyor**—Steel screw conveyor; 3 sections 10' and 1 section 3'10"; also 4 sections of 9".

#### Corn Grinding Outfit Complete.

**Sheller**—Corn and cob separating machine with 18" waste outlet and 10x16" tight and loose drive pulleys, direct driven.

**Cob Grinder**—Sprout & Waldron bevel geared attrition mill, 12" dia. discs, ball bearing, capacity 2½ tons per hour, with 18x6" tight and loose drive pulleys.

**Attrition Mill**—Sprout & Waldron double belted attrition mill, 20" dia. discs, ball bearing. Pulleys, Belting, etc.

#### 25 Bbl. Corn Mill Complete.

**Two Orville Simpson Roller Mills**—9x18, double roller mills, with corrugated rolls, overhauled and rebuilt and never operated; Belting & Pulleys complete.

**Robinson Sifter**—Self balancing flour sifter; NEW, never been used; No. 214; housing 6' 4" x 6' 4" x 1' 11" with countershaft. Belting and pulleys complete.

**Barnard Separator**—No. 1 dustless warehouse wheat separator, direct driven. Belting and pulleys.

**Barnard & Leas Reel**—Size O, No. 1454; improved centrifugal reel. Belting and pulleys complete.

**Barnard & Leas Smutter**—Size No. 1 horizontal adjustable smutter. Belting and pulleys.

**Prinz & Rau Dust Collector**—No. 1 Perfection dust collector. Pulleys, etc.

#### Line Shafting, etc.

### ALL OF ABOVE 60% PRESENT LIST

#### Miscellaneous Machinery.

**Huber Light 4 Tractor**, in excellent condition; cost \$1,455.00. Price, \$400.00.

**Oliver 3 Gang Tractor Plow**, in excellent condition. Price \$50.00.

**Westinghouse Electric Motor**—Type C. S., 35 h.p., 440 V., 40.2 amp., 3 phase, 25 cycles, 730 r.p.m., style 212359, induction motor with Westinghouse 45-50 h.p., 440 v., style 192511 Automatic starting compensator. Price, \$450.00.

**Brown Portable Elevator**—No. 1958, 22" chain elevator and conveyor, 18 feet long, motor driven, with extension cord. Price, \$350.00.

**Cincinnati Time Recorder**—Employee in and out clock, style No. 27, serial No. 6269, with two 50 number open card racks. Price, \$100.00.

**Velle 3½ Ton Truck**—Box body; new engine; run less than 500 miles; 1917 model. Guaranteed in first class condition. Price, \$750.00.

**Velle 3½ Ton Truck**—Box body; engine recently overhauled and rebuilt; 1917 model; frames, etc., in good shape. Price, \$450.00.

**White 5 Ton Truck**—Platform body with cab; 1919 model; guaranteed in first class condition; has not been operated the past year. Price, \$2,500.

**7 Ton Steel 4 Wheel Trailer**—Roger Bros.; never been used. Cost \$2,500.00. Price, \$750.00.

**THE GRAFTON FLOUR MILLING AND GRAIN ELEVATOR CO., GRAFTON, OHIO.**

## MACHINES FOR SALE.

**DURABLE WIRE ROPE** for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

**PULLEYS**—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

## REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St. Chicago, Ill.

## BUSINESS OPPORTUNITIES.

**FOR EXCHANGE**—Fine quarter Brookings County, So. Dak., land. What have you? Geo. O. Strom, Sac City, Iowa.

**GREAT OPPORTUNITY** for feed man—small elevator to give away; also two factory sites with private siding cheap. Charles Herr, president Chamber of Commerce, Lackawanna, N. Y.

**IF YOU** are desirous of obtaining more capital for the extension of your business, if you have real estate to exchange for an elevator, or if you have money to invest in the grain business, make your desires known in these columns.

**WANTED**—Man with ability as flour salesman, with \$10,000.00 to \$20,000.00 to invest, half common and half preferred stock in flour and feed business in Eastern Ohio, established over 20 years. Address 48L21, Grain Dealers Journal, Chicago, Ill.

**GRAIN & COAL** business for sale; thoroughly equipped for handling wholesale and retail business; located in modern little city of the Panhandle. If you are wanting a live business with good property that will make money, write quick to Box 145, Plainview, Texas.

**FOR SALE**—Grocery and Meat Market combined, doing big business. Located in best town in Southwestern Kansas. Will lease building and all fixtures. Everything new. Brick building, clean new stock. Take about \$5,000.00. This is a real opportunity. Address 48L7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A good proposition for \$10,000.00 at Missouri Valley terminal, including Board of Trade membership, nice commission business and country interests with prospects of good business and crops in territory adjacent. Address 48J23, Grain Dealers Journal, Chicago.

## INVESTMENT.

**WANTED**—To borrow \$15,000.00 on mill and elevator in Oklahoma. Value of property \$40,000.00. Will pay 7% on loan for term of five years. This is gilt edge loan. For further particulars write 48K7, Grain Dealers Journal, Chicago, Ill.

## Midget Marvel Mills FOR SALE

Used twenty-five and fifty barrel Midget Mills with Engines, Cleaning Machinery, Packers, Bleachers, Elevator Legs.

All kinds of used Corn Mill Machinery, Feed Grinders, Wagon Scales, in fact everything in the Mill and Elevator Machinery line, in stock at Oklahoma City, at attractive prices and terms.

**W. L. HUTCHESON**  
510 Grain Exchange Bldg.,  
Oklahoma City, Oklahoma

**HELP WANTED.**

**SOLICITOR WANTED**—Experienced grain solicitor who is well acquainted in Illinois. State age, experience and salary. Address 48L25, Grain Dealers Journal, Chicago, Ill.

**WANTED IMMEDIATELY**—Good elevator manager, wheat experience particularly; good chance for right man; near Indianapolis, Ind. Address 48L24, Grain Dealers Journal, Chicago.

**SITUATIONS WANTED.**

**POSITION AS MGR.** of farmers' elevator wanted by man with 10 years' experience in grain, lumber, coal and hardware. Address 48L32, Grain Dealers Journal, Chicago, Ill.

**POSITION AS MANAGER** of farmers' or independent elevator wanted. Have had years of successful experience in both. Will take an interest in good concern located in good school town, Western Ohio preferred. Must be a good grain point with plenty of business. Address 48L13, Grain Dealers Journal, Chicago.

**WANTED**—Position as mgr. of Mill & Elevator, with people who will appreciate ability. Married; 34 years old, and not afraid of work; will guarantee to get results if conditions of the business are at all favorable. Will take an interest in a good concern that has possibilities. Would like location in good school town, in Southwest preferred. Address 48J26, Grain Dealers Journal, Chicago, Ill.

**SCALES FOR SALE.**

**FAIRBANKS** Hopper Scale for sale; 40,000 lbs. capacity. Oxford Farmers Exch., Oxford, Nebraska.

**RICHARDSON** 5-bu. automatic scale for sale cheap; used some but just as good as new. The Resident Lumber Co., Texhoma, Okla.

**KLINGLER** Automatic scale for sale, in good condition; also wagon scale. Write Box 106, Sioux Falls, S. Dak.

**FAIRBANKS** Hopper Scales, 250 bu. capacity. First offer takes them, f. o. b. Laird, Colo. Good as new. The Farmers' Union Co-op. Elvtr. Co., Laird, Colo.

**TRACK** scales for sale. Thoroughly overhauled and rebuilt. One fifty feet, one forty-two feet in length. Fairbanks, Morse & Co., Kansas City, Mo.

**LUMBER FOR SALE.**

On wrecking our frame elevator, will have some choice timbers 12x12 and smaller of good lengths for sale. Immediate shipment. Walnut Creek Milling Co., Great Bend, Kans.

# WOOL WANTED

By

**Kraus  
and Apfelbaum**  
FORT WAYNE, IND.

We Want Your Wool  
Get In Touch With Us

We pay the highest market  
prices

Long Distance Phones 4460-4461

**BAGS—BAGGING—BURLAP.**

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

**OFFICE APPLIANCES.**

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**OIL & GAS ENGINES FOR SALE**

**INTERNATIONAL MOGUL** 25-h.p. gasoline engine for sale; guaranteed in first-class condition. The Jackson Center Grain Co., Jackson Center, Ohio.

**GASOLINE AND OIL ENGINES** of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

**35-h.p. OLDS** gas engine for sale; fully equipped, ready for service. Can be seen running. Cheap for cash or will exchange for truck or other machinery needed. B. French & Sons, Bellmont, Ill.

**ENGINES AND BOILERS.**

**60-H.P. BOILER AND ENGINE** for sale at a reasonable price; in A1 condition. Address Girard Elevator Co., Girard, Ill.

**DYNAMOS—MOTORS.**

**USED 7 1/2-h.p. WAGNER** single-phase 60-cycle, 110-220 volt, 1750 r.p.m., Model Z motor for sale. Address 48L12, Grain Dealers Journal, Chicago, Ill.

**DYNAMOS AND MOTORS WANTED**—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

**BARGAIN SALE ON SHELF-WORN BOOKS.**

These books are slightly soiled and shelf worn. To clear out these books promptly we are offering them at greatly reduced prices.

**One No. 4, Grain Storage Receipts.** This book contains 47 blanks for storing grain and 47 stubs for recording the amount stored. Order Form 04. Price 35 cents.

**One No. 88, Certificate of Weight.** This book contains 75 certificates of weight in duplicate, to be filled out and sent with bill of lading, or along with claim for loss. Book is worn. Order Form 888. Price 50 cents.

**One No. 10DC, Duplicating Contract Book,** containing 76 contracts in duplicate, printed on bond paper and bound in heavy pressboard. Had been used as sample and covers are soiled. Order Form 100DC. Price 60 cents.

**Three No. 411A, Railroad Claim Blanks, for Loss of Weight in Transit.** These books contain 100 blanks in duplicate, with 4 sheets of carbon paper bound in back. Corners of each book slightly bent. Order Form 4112-A. Price each \$1.50.

**Two Grain Shipper and the Law,** a book of decisions of the State, Supreme and Federal Courts, covering shipper's contracts and his relations with the carrier. Soiled from being used as sample. Order Form Grain Shipper S. W. Price \$1.00 each.

**One No. 7AW, Affidavit of Weight Blanks.** This form is made up in books of 50 blanks. Each blank contains the necessary information to make affidavit of weight of grain loaded into car, and has space at bottom for notary's seal. Order Form 77AW. Price 50 cents each.

**Two Universal Grain Codes,** shelf worn from being used as samples. They are slightly soiled. Leather bound, containing 13,745 code words as well as the latest supplement for U. S. Standards for wheat, corn and oats. Order "Bargain Universal." Price while they last, \$2.00 per copy.

**Five Clark's Decimal Grain Values.** Contains four sets of tables: corn, rye and flaxseed values, 56 lbs.; wheat, clover and pea values, 60 lbs.; barley and buckwheat values, 48 lbs.; oats values, 32 lbs. Book contains 96 pages, printed on 80-lb. book paper, bound in art canvas. Binding slightly soiled. Order 35 Bargain. Price \$3.50 each.

**Two No. 6CB, Purchase and Sale Confirmation Blanks.** These books contain 50 confirmation blanks in triplicate and three sheets of dual faced carbon. Fill in all particulars of your agreement, send two copies of it to the other party. He signs and returns one and keeps the other, thus having a perfect understanding regarding the deal. These books are shelf worn from being used as samples. Order Form 06CB. Price 50 cents each.

All prices are f. o. b. Chicago and good while supply lasts.

GRAIN DEALERS JOURNAL,  
305 So. LaSalle St., Chicago, Ill.

**Randolph Grain Driers**

DIRECT HEAT OR STEAM  
CONTINUOUS FLOW  
MADE IN ALL SIZES  
WIRE SHINE  
O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

**NEW WAY**  
Use the 1921 Model

**EDGAR STEEL SEALS**

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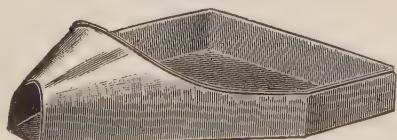
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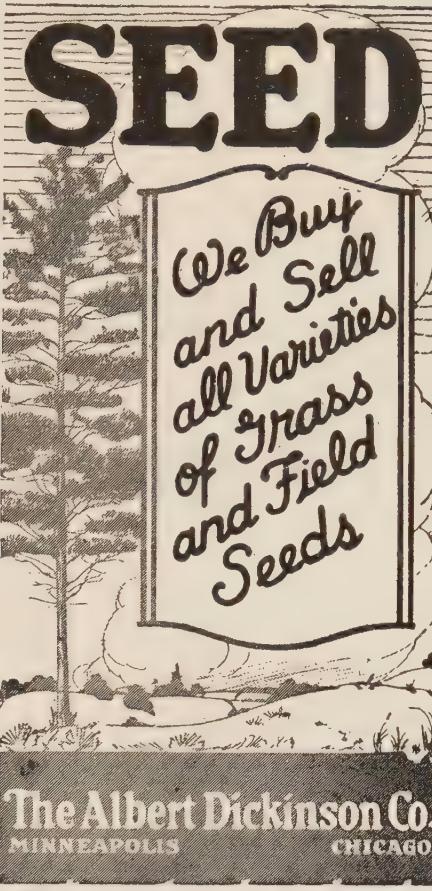
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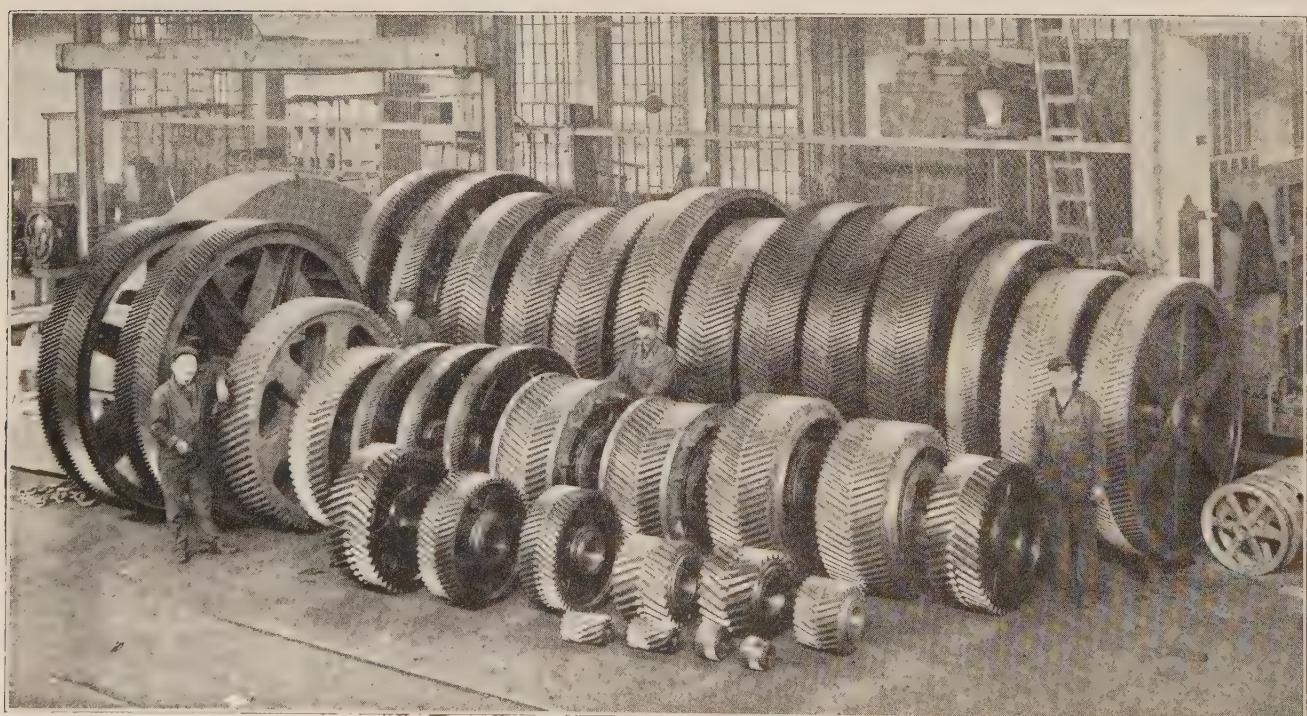
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## GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JUNE 10, 1922

THE REPEAL of the Adamson law would be a pleasing step toward getting the Government out of business, as well as encourage the hope of lower transportation charges.

SHIPPERS who were discounted heavily on last year's off grades will adopt the precaution in handling the new crop of sending in well sealed samples for grading and guidance in classifying and pricing the new crop. A little caution may save a fortune.

FORTUNATELY for the members of the Grain Dealers National Ass'n Henry L. Goemann is again in charge of transportation matters for the Ass'n. His long experience in the work insures the intelligent handling of all traffic matters submitted to him.

DISCOUNTS on off-grades of grain have been so heavy during the past year that shippers throughout the Southwest have protested vigorously and frequently, but without effecting any material change. The exporters are still using the U. S. Grain Corporation scale of discounts which was established during the days of \$3.00 wheat. Shippers can avoid the generous gouge of the discounter by selling their wheat to interior consumers on discounts fixed on a lower basis. The threat that discounts may be increased instead of reduced does not seem probable. Shippers are already irritated to the point of consigning their grain to sample markets where each car is sold on its true merits. Discounting shipments 12 to 30 cents because some inspector is over technical in classifying the grain not only bankrupts shippers but drives the cautious ones to other buyers.

HOOVER'S interference with the price of coal is a step in the wrong direction. What is wanted is not the fixed price on coal that Hoover prescribes, but more coal; and the way to get more coal is to boost the price at the mine so that the operators can see it worth their while to put the idle mines at work.

THE WHEAT improvement propaganda being conducted in the Southwest is rapidly gaining the support of the grain trade. The grain dealers associations as well as the millers associations are not only indorsing the work, but contributing funds to attain the much desired result.

THE OFFICIALS of the U. S. G. G. Inc., have cause for much delight. They have been subpoenaed to tell the Agricultural Committee of the U. S. Senate about their collections and distributions of funds obtained from the trusting farmer. When these visionaries get through telling what they have done with the \$700,000 collected from the farmers they may be forced to find some new occupation for a livelihood. By degrees the farmers seem to be getting wise to their purpose.

WOOD PARTITIONS and wood floors in a concrete elevator do not make it fireproof, and some of the insurance companies are disposed to charge almost as much for insurance on such a plant as on a frame, iron clad building. A structure of this character may be a little cheaper at the start, but it will be much more expensive in the long run. No house is now considered actually fireproof, but the reinforced concrete elevator which contains no wood comes closer to earning the lowest rate of the fire insurance companies than grain handling plants constructed of any other material.

FEDERAL control of weighing, sampling and inspection is made possible by the entering wedge in Sec. 11 of the amendment to the Warehousing Act introduced by Rep. Harris of Georgia and referred May 24 to the House Com'ite on Agriculture, after having passed the Senate. The possession of a federal license to weigh grain will no more guarantee the accuracy of such weights than does the federal license now possessed by the inspector guarantee the grade. The only argument in favor of federal licensing of inspectors was the uniformity of grades. As to weights there can be no such argument, as the weights are taken on mechanical devices not subject to human judgment or guesswork.

ONE FARM PAPER editor confidently forecasted last week that before July 1 wheat would be selling at \$1.50. As no one is paying him to do forecasting it is passing strange that he should give out this valuable information for nothing. Or perhaps the information is worth no more than he charges for it. By way of letting him down easy it must be admitted that when the forecast was made, the June 10 government report making the crop 55,000,000 more had not yet come out. Readers who may wish to do their own forecasting will not forget that after June 1 each year the price of wheat is controlled by the crop conditions as they develop; and during the winter by the statistics of stocks in all positions.

A CLAIM PREVENTION campaign has been inaugurated by the Chicago & Northwestern Ry. Co. In a praiseworthy effort to cut down losses, its Freight Claim Prevention Department is sending out a series of clever cartoons graphically suggesting to the employes what they can do to avoid loss due to mislaying waybills or rough handling of cars, etc. Grain shippers will be glad to have the railroad men watch for cars leaking grain in transit and Grain Dealers Journal will be glad to publish what they see if they will report promptly.

THE NEW B/L has some attractive advantages for shippers which they should hasten to paste in their hats or before them on their desks. Heretofore many shippers have lost claims to which they were rightfully entitled, because carriers claim agents delayed rejection until the expiration of the 2 years and 1 day limit provided in the B/L. Under the new B/L claims will have 2 years and 1 day from the time claim is declined in writing in which to file suit for the amount due them from carrier. This is much fairer and it will be up to shippers to insist on this extension of time for filing.

EDISON'S wonderful scheme for government warehouses will not be adopted immediately altho he took up 20 minutes of the time of the Sec'y of the Treasury to explain it in detail. Edison felt that the fact he did not know anything about the present method of public and private and federal grain warehousing was an advantage, as it left him an open mind to invent something good. By the way, instead of reforming the grain trade, could not Mr. Edison do something in the way of reforming a matter of which he knows something, such as reducing the profits on incandescent electric lamps.

SHIPPERS who desire to insure payment of freight on grain shipments by the consignee should take the precaution to write on B/L "All freight charges must be collected before delivery of grain at destination." This statement should be signed plainly by the shipper and a copy kept of the B/L. In this way shipper can obtain relief from any liability for freight which the carrier fails to collect from consignee. During recent years carriers have collected much freight from shippers which should have been collected from the consignee, but where consignees have failed, retired from business or refused to pay the balance due, the carriers have gone back to the shippers and in many cases collected.

GRAIN DEALERS are invariably earnest champions of all improvements in the roads leading to their elevators and properly so, because with roads that are passable for loaded wagons every day of the year, the farmers should be able to spread their marketing over the year in a more "orderly manner." It was the intent of the U. S. G. G. to have the farmers market 1/300 part of their crop each business day of the year, whether the roads were passable or not, but with passable roads the farmers may spread their marketing out over a longer period than heretofore and thereby make it less urgent upon the local elevator operator to keep his house running nights and Sundays any portion of the year.

## The GRAIN DEALERS JOURNAL.

TOLEDO has increased the number of grades deliverable on contract to make it easier to trade in that market, and did not have to get an "O. K." first from the Sec'y of Agriculture as provided in the new future trading act.

HERE IS a new reason for installing a feed grinder in the elevator and grinding up the off grade grain which cannot be marketed profitably. An Ohio dealer who recently installed new grinding machinery writes "it became necessary to reduce our overhead expense, hence we installed a new grinder and overhauled all our machinery." No doubt many plants are wasting power and grain as well as losing an opportunity to make a profit. It might pay to investigate.

DEPARTMENT of Agriculture officials must be hard put to justify the heavy expense of maintaining their Washington buros when for a third time they trot out the exploit of making sirup, paste and alcohol out of corn cobs. The press agent on June 10 sent out a front page story that the dailies fell for, that same story they fell for in October last year. What the grain dealers in the corn surplus states would like to know is how to make the conversion commercially profitable.

THE PLANTING of Durum spring wheat in central Illinois this spring may result in a satisfactory crop for the farmers but the marketing of the grain is sure to bring some surprise and it may be disappointment to the shippers. The introduction of new varieties of grain in any section should always be done on a scale sufficient to make it easy to obtain enough grain of the right kind and quality to forward shipments of uniform character. Mixed car loads always invite and generally receive most generous discounts. Look out.

COUNTY AGENTS' political activity in Iowa has served to call the attention of partisans in that state to the undesirability of having federal and state paid officials use their time and effort to accomplish the nomination or election of the other fellow. So long as the friendless middleman was the victim of the county agent's departure from his legitimate field into trade and marketing this injustice to the taxpayers was winked at; but now that the politicians are hurt his activities are likely to be circumscribed. The rotten abuse of power is now apparent.

TELEPHONE rates and regulations will not be changed until the sufferers bring more influence to bear on the offending companies. The resolutions adopted by the Southwestern Ass'n protesting against poor service, unfair regulations and high rates will bring some relief if all the members of the associations follow up the formal protest with vigorous letters while the motion adopted by the Texas Association instructing its officers to work for the regulation of telegraph and telephone companies by the railroad commission might cause the offending companies to give more consideration to the rights and interests of their customers. It is still important that members of the grain dealers associations conduct a personal campaign for relief and induce other trade organizations to join in the fight to secure fair rates and more reasonable regulations.

HOW GOVERNMENT operation makes for high cost and waste is shown by the Chicago City Government continuing to pay the highest wages, above the Landis award, while private builders are a unit in adhering to the reduced Landis scale.

ADVANCING the price of gasoline 1 cent in one day in Maryland is clever way to call the attention of consumers to the fact that taxes eventually are paid by themselves, this advance being due to a state vehicle tax. Citizens generally would not acquiesce in the burden of taxation under which we are groaning if they were not misled into believing it was paid by the other fellow.

THE ESCH-CUMMINS law is still receiving condemnation from all sides. The grain trade in particular is anxious to have the law repealed. The Texas Association adopted a motion urging its members to conduct a campaign against the law with all Texas representatives in Congress. If the trade associations of other States would do likewise this piece of vicious legislation would soon be wiped off the Statute books.

IF THE grain trade will but keep up the effort to educate the farmer to an inside knowledge of the schemes promoted by the U. S. G. G. and other agitators that iniquitous organization will sell no more memberships to the farmers. It has thrived so long on false charges and misrepresentation that it would seem that its campaign should now fall of its own weight. But the professional agitator who has no regard for truth recognizes no defeat or discouragement. He keeps right on plugging for the farmer's ten even though he knows the U. S. G. G. will never do him one particle of good.

THE MAY WHEAT deal was under investigation during the month by emissaries of the Federal Trade Commission, and press reports credit them with securing "*a great deal of valuable information.*" If the investigators made this "inside" information valuable to themselves by selling wheat short at the top and covering on the last day of the month it is time the investigators were investigated. We know three tipsters at Chicago having their offices within a stone's throw of the Board building who will be glad to work for the Commission for nothing, and pay for their own board and clothes. The friendly Bolsheviks always have favored an autocracy in U. S. if they be given power.

SHIPPERS who object, as all of them should, to the delivery of their grain to consignees without the surrender of the original S/O B/L should protest to the Interstate Commerce Commission, which seems disposed to permit carriers to make such delivery if they desire to file a tariff so providing. It is to the interest of the shipper to keep control of his property until his draft has been paid, and it should not be even the right or privilege of the railroad company to turn the property over to anyone else without the surrender of the original B/L. Any such practice is sure to be accompanied with long drawn out litigation, during which time the shippers capital will be tied up.

### More Government in Business.

The officials of the Department of Agriculture seem to have forgotten that the present administration was elected on a platform calling for "less government in business and more business in government." A conference of department officials was held recently in Minneapolis "to enable W. A. Wheeler in charge of the development of a radio market news service for the Department of Agriculture to make a study of the market news requirements in the spring wheat belt."

Anyone who wants it can get much more reliable information through the daily market reports than they will ever be able to get from government officials.

This new scheme may give the department's officials one more excuse for scattering broadcast at public expense information regarding what the pap-suckers are trying to do for the common peopul. Nearly every daily newspaper in this country prints reliable grain market information which is collected by men long schooled in commercial journalism and such information can be obtained for a pittance, so why should the government attempt to duplicate the service when there has been no demand for it?

The circular of announcement says, "The proposed market news service is part of the new work being started by the Department in an effort to secure effective relief for the marketing problems of the spring wheat growers. The growers and country buyers have indicated that a great need exists for more complete market information."

We doubt very much that any grower or shipper has asked for such information because not one in ten thousand of the spring wheat farmers have a radio set to receive information and few country buyers would put the receivers to their ears to get government information of this character, because they can obtain it free from more reliable sources.

The news distributing agencies serving the grain trade have been so highly developed that the pap-suckers of the Department of Agriculture can never hope to excel or equal it and we do not know that they desire or expect to do either. The beurocrats are simply out to spend the tax payers money and make a bluff at serving the people with information that will not help them.

The circular modestly announces that "it is expected that eventually the service will cover all important grain markets." The announcement of this service may be of some help to the political bunk distributors, but to men of experience in the business it will mean nothing but confusion and friction. The grain trade has no need for a duplication of trade news service and any attempt by so-called "trained market reporters" to improve on the service now being rendered by men of long experience is sure to bring disappointment for those served and chagrin for the promoters of the government's market news service. Our politicians seem unable to withstand any innovation that originates at the socialist headquarters. If Congress would stop appropriating surplus funds for the many buros and departments of the government, the suffering public would not be subjected to so many wild experiments. How long will the long suffering tax payers tolerate such useless waste?

## Senate to Be Dominated by Bloc?

Capper is still in the saddle and trying to ride the Senate hard with his scheme to have the Sec'y of Agriculture manage all the grain exchanges. Unfortunately many of his colleagues have shown a disposition to swallow his nostrums hook, line and sinker, without a study of the real purport of the alleged legislation.

The accomplishment of the purpose of the Capper-Tincher crew, to have grain marketing regulated by the Federal Government at Washington is the worst thing that could happen to the Government and to the political party in power at the time that the act is to be enforced, for the reason that authority is always followed by responsibility for results.

Producers and consumers who have been making the middleman the target of their abuse, as soon as they learn that the Government at Washington is running the marketing of grain, will transfer their attacks to the party in power as being responsible for the low price to the producer and the high cost to the consumer. It will be the Federal Railroad Labor Board over again. This Federal agency now is under well grounded attack from all parties to transportation. The railroad employes are up in arms against the Board for having made a slight cut in wages; the managements of the carriers object to the Board's arbitrary scale of wages failing to make allowances for the cost of living in different parts of the country, and the shippers feel that the Board ought to be abolished because the scale of wages is so far up on stilts that freight rates can not be reduced. The future trading act will get the federal government still deeper in the mire.

It was stated in the Journal Nov. 10, 1921: "The Bolsheviks who drew up and had passed the Future Trading Act were not of a mentality to attract the assistance of the intelligentsia who alone could have drafted a bill that would have stood the test of the Constitution." This is referred to at this time to call attention to the fact that the very same ignoramuses are in charge of the new legislation proposed.

They know nothing of constitutional law, tho it might be supposed that lawmakers should know something of the limitations under which they as legislators must work. Unfortunately, again their ignorance extends even further, in that they know nothing of the economics of marketing. If they knew anything of constitutional law they would not enact laws that are not worth the paper they are written upon; and if they had any sound business experience they would not even entertain the thought of substituting a federal control for the free play of competition.

A false pretense is again relied upon by the drafters of the new bill, in declaring that the "transactions on such boards \* \* \* are detrimental to the producer or the consumer and the persons handling grain \* \* \* an obstruction to and a burden upon interstate commerce in grain and the products and by-products thereof and render regulation imperative," quoting Sec. 3 of the new bill.

All this buncombe is based upon the false theory that the grain exchanges are a monopoly that has superimposed itself on the grain trade; that everyone having to do with the

marketing of grain is forced to pay toll to this unholy monopoly; and that these manipulators sit in the market place, and neither toiling nor spinning, levy tribute on the public.

Of course, the blacksmiths forging the new bill put this clause in to throw dust in the eyes of the Supreme Court, which might otherwise think that the question of whether exchanges are a burden on interstate commerce is a question of fact to be proved rather than to be taken for granted by legislative fiat.

The truth is that the exchanges exercise no monopoly. No one is compelled to deal thereon. In fact many men in the trade, to avoid the payment of commissions, are going around the Boards, not only in cash transactions but in future contracts. In the long run this does not pay, for the exchanges render a real service which is made cheap to each user of that service by the concentration of the trade therein. In "Asked-Answered" department of the Journal this number on page 756 is the plaint of an Oklahoma grain shipper against the losses in weight due to trickery when he deals direct with interior millers, while he finds that the Board of Trade is giving him full weights. Rep. Tincher should be asked by his colleagues in the House just in what way this giving of honest weights and open competitive prices by the grain exchanges, is a burden on interstate commerce.

Will the Senators and Representatives awake to their duty as representatives of all the people and save the grain growers from the evil effect that is sure to follow the legislation proposed by their fool friends?

## Who Pays the Freight?

Transportation charges are generally paid by the middleman although the amount is contributed directly by the producer and the consumer.

As was clearly pointed out by the president of the Southern Seed Dealers Ass'n in his annual address the greatest sufferers from the existing high freight rates have not yet come to a true realization of what is hurting them. The middleman also suffers because transportation charges are so high as to effect a shrinkage in the total volume of business and to drive from commerce many commodities which cannot stand the high cost of getting to market. In other words, high freight rates make the cost to the consumer prohibitive, and many articles are drifting from commerce.

When the producer and the consumer fully realize the large percentage of the retail price of commodities taken by the transportation lines, they will take a more active interest in the persistent demand for lower freight rates.

Grain shippers owe it to themselves and their business to enlighten their farmer patrons as to the large contribution they are making to the railroads by reason of the Adamson Law, the Esch-Cummins Act and the Government guarantee. When transportation charges get back to a reasonable basis, producers of farm products may be able to come near to receiving the cost of production. The present high freight rates stand as a fixed charge on every 100 pounds of farm product shipped away from his local station, and must be paid before he gets any pay.

## What Shall Association Membership Stand For?

All grain trade organizations have been started by progressive men of high ideals who were ambitious to promote better conditions in the trade. From the start all organizations have insisted upon applications for membership being indorsed by two or more members in good standing before they would even be considered by the executive committee.

While the letter of this requirement was a precaution designed to insure the membership being limited to desirable grain merchants its actual practice has not always brought about that result. Some black sheep have crept in not through the connivance of members, but through their neglect to investigate the business methods and records of applicants before indorsing their applications.

No self-respecting grain merchant would think of being a party to the besmirching of his own organization and yet that is exactly what has come about in a few cases where men thoughtlessly indorsed an applicant who was unworthy of admission to the organization. In their enthusiasm to stand at the top in the campaign for new members some staunch supporters of the trade's organizations have indorsed men unworthy of membership.

No doubt the rules and regulations of some of the grain trade's organizations have resulted in the reformation of the business methods of merchants who were formerly disposed to prey upon their brothers whenever an opportunity afforded, but reforming black sheep is not work the association is designed to do.

All grain trade organizations have striven to place the business methods of the trade on a higher plane, and through their trade rules and arbitration committees they have not only educated their members to a clearer understanding of their own rights, but a fairer consideration for the rights of the other dealer in every transaction.

The grain trade has always conducted business transactions with a fairer consideration of others than merchants in most commercial lines, but the advancement made during the past 25 years through the influence of the associations is both remarkable and creditable, and it is sincerely to be hoped that the trade organizations will strengthen and extend their influence for fair dealing by exercising greater care in the admission of members and in the more rigid enforcement of their rules and regulations regarding business transactions.

The ultimate result of such a course is bound to make membership more desirable because the careful dealer will avoid doing business with non-members.

The action of the Texas Association in adopting a resolution calling upon its members to exercise greater care about indorsing applicants for membership and also calling upon the executive committee to do likewise is a step in the right direction. The members of every grain trade organization will exercise greater care when they realize that by indorsing or admitting a trickster or an undesirable they are depreciating the value of their own membership, and assisting a trickster to float under false colors.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Elevator Leg Back Stop?

*Grain Dealers' Journal:* Will the Journal please advise us where we can get something that will keep the elevator cups from running backwards when the power stops?

Or, if no one has them, possibly we could get an idea how to make them ourselves.—Shelby Grain Co., Shelby, Neb.

**Ans.:** Several of the different elevator machinery manufacturers advertising in the columns of the Journal make elevator leg back stops.

Altho simple in design, these devices require so much experimentation before the correct design can be arrived at that it is more profitable to buy one ready-made from the manufacturer or dealer than for the elevator operator to attempt to have one made by himself or by any local machine shop.

### Poison Gas for Weevil?

*Grain Dealers' Journal:* We are informed by a grain merchant in New York that western grain dealers have been using a poison gas similar to that used in the war, for the extermination of weevil, and that it works perfectly.

Where can this be obtained?

We have some weevil in our buildings and want to rid the premises of them during this summer so we will not be bothered again next fall when the new crop starts to move.—C. H. Coward & Co., South Byron, N. Y.

**Ans.:** The poison gas similar to that used in the war is chloropicrin, and its qualities and use are fully described in the Journal Sept. 25, page 435; Oct. 25, page 584; Nov. 25, page 706, and Dec. 10, pages 770 and 771. You could use Boncar.

### Pneumatic Grain Car Unloading?

*Grain Dealers' Journal:* I have been in the grain business a long time and there is still one thing that has stayed with the elevators that seems to me to be too antique. This is the method of unloading cars at the terminal elevators.

Why would it not be perfectly possible to unload grain cars with air using a positive suction fan to draw the grain out of the cars after the grain doors are broken in? This method of unloading grain is in use in Buffalo, N. Y., in boats. Where could I secure any data on the subject?—W. A. Clark, Minneapolis, Minn.

**Ans.:** It is possible to unload grain out of cars with a suction; and it has found favor in boats on account of the flexibility of the suction hose pipe, which can be poked into all nooks of the hold to suck up the grain, clean.

No installation has yet been made of a pneumatic suction to move the grain from the car to the receiving sink of terminal elevators.

### Remedy for Short Weights at Interior Points?

*Grain Dealers' Journal:* I have been shipping most of my grain to Kansas City, Mo., and in every instance my weights have not been more than 4 bus. short; but when I ship to these local mills, on short hauls, they short me all the way from 10 to 20 bus. on each car, and in each instance where they have mailed corn for inspection it has graded very much below the real grade of the grain actually in cars.

Is not there any way around this excessive shortage when you know the grain is there?—C. M. Feagins, Kildare, Okla.

**Ans.:** The shipper who desires to sell on the basis of his own weights and grades can do so by contract, providing he can find buyers to deal with him on this basis. Interior millers who place all the burden of loss and deterioration in transit on the seller are in a position to make bids that look attractive in price. It is regrettable to have to admit that there are interior buyers whose reputation is so shady that only beginners in the shipping business will sell to them on such terms. Some of these buyers are wealthy and admit they made money on weights and grades.

### Elevator Destruction Due to Freak Accident.

Last month we recorded in our Pennsylvania news the destruction of Franklin Miller & Sons' elevator at Waynecastle, Penn., due to an unusual accident.

The elevator was of small capacity but the owners had considerable money invested in warehouses and storage sheds adjoining so that with the power house they suffered loss of about \$50,000 only a portion of which was covered by insurance.

On May 22nd the driver of a gasoline truck started across the Western Maryland tracks at Waynecastle without stopping to "Look and Listen." When he got about half way across the tracks a freight train struck the truck in the middle and dragged it along the right of way. As the freight passed the elevator of Franklin Miller & Sons the gasoline tank was torn from the truck and thrown beside the elevator. The explosion which followed threw oil all over the roof of the plant and immediately everything was in flames. If this plant had been built 100 yards away from the crossing it would not have been destroyed as a result of this accident.

It is fortunate that the firm was well enough protected so that it will be able to rebuild its plant along fire proof lines.

THE UNITED STATES is facing a freight car shortage and with the ordinary increase in freight traffic that has been noted from week to week ever since the first of the year, the shortage will be acute by fall, according to L. M. Betts, manager of the car service division of the American Railway Ass'n. Mr. Betts with Felix M. Williams, representing the same division of the association, is making a tour in which he is asking shippers to cooperate with the traffic departments of the railroads in the movement of their freight so as to decrease the shortage as much as possible.

A CONSIGNMENT of flaxseed shipped from Calcutta, India, is being unloaded at the big mill of the William O. Goodrich Co. at North Milwaukee. It consists of 20,000 bus. of good quality to be crushed.



Ruins of Grain Elevator Plant Burned as a Result of Gasoline Tank Disputing Right of Way with Freight Train.

## Better Weights on Grain Shipments and How to Get Them.

BY OWEN L. COON, CHICAGO.

Unless a grain shipper has a track, hopper, or automatic scale it goes without saying that he cannot file and collect the grain shortage claims to which he would otherwise be entitled. Even if he has such a scale he is in the same predicament, unless that scale receives systematic inspection.

The carriers are constantly asking the shipper for increased accuracy in his loading weights on grain shipments. But to what extent are they extending the co-operation that is so necessary to attain that end?

Both shipper and carrier must admit that periodic inspection of grain scales is necessary to insure their accuracy. But how is the country shipper to get this inspection? In my opinion, he will never be able to get it until some kind of concerted co-operation on the part of the carriers is given in the attempt to work out a solution with the various grain associations.

In Illinois the state grain dealers association provides a grain scale inspection service. In Iowa the state does it in a more or less haphazard way. While this work is to be commended, it is doubtful if it furnishes as complete a service and as frequent a service as is necessary.

In Kansas and Oklahoma, the Santa Fe and Missouri Pacific have in the past sent out men and equipment to test and inspect all grain scales on their lines in station to station order. This has NOT been done every year—but only sporadically.

The Rock Island seems to have made the great advance along this line. A "scale car" visits each elevator at regular intervals, inspects the scale and makes whatever repairs are necessary. Complete equipment is carried in the car to make immediately whatever repairs are necessary. The necessity of sending the scale away for repairs and losing the use of it is avoided. The railroad performs this service at practically cost.

The carrier is the organization which should perform this inspection service. The railroad sends men to most elevators to investigate the accuracy of the loading weights on claims after they are filed. If the men who gave the reports as to the accuracy of the scales were men equipped to inspect and repair the scales, it would seem that more reliable information would be gained, and if the scale was working incorrectly, it would be set right and claims which are based on incorrect weights obviated.

The carrier is in a financial position to equip such "scale cars" as are necessary, provided the grain associations in advance made such a financial investment feasible for the carrier by securing contracts from their members calling for the rendering of such inspection service by the carrier. This work, it would appear, cannot be done efficiently if the service is to be rendered to a shipper on one side of the state and then next to a shipper on another side of the state. But if all of such shippers or the large majority on any line of railroad signed up for such service, the cost of moving the scale car equipped with test weights and necessary repairs from one station to another would be such that a thorough and frequent scale inspection service could be worked out.

Both the carrier and the shipper are interested in correct weights. If the shipper's weights are accurate it can only work to his advantage to have the carrier know it. If they are not accurate, the carrier will in most cases have some suspicion of it, and hold up the payment of the claims and the sooner he gets the scale working correctly, the better off he'll be. If the carrier has first hand information as to which scales are correct and which incorrect, the payment of money on claims for shortage with incorrect weights is avoided.

If the state shippers associations could appoint committees to confer with the different carriers on some such a plan, and if the experience gained by the Kansas and Oklahoma associations could be told by the secretaries of those associations, and the views of the carriers told to the grain shipping public through the grain journals, by such men as Mr. O. Maxey, General Supervisor of Scales of the Rock Island, and Mr. Maegley of the Santa Fe, I feel sure that nothing but good could result.

## Freight Rate Reduction Inadequate.

We do not want to appear as too critical of the recent 10 per cent reduction in freight rates ordered by the interstate commerce commission at the behest of President Harding, but we do want to condemn the step as wholly inadequate and meaningless. If the powers that be feel that this beggarly cut will be taken in good grace by shippers and consumers, they have a lot to learn about the temper of the people.

During the early years of the war it was possible to ship a ton of coal from Ironton to Detroit for \$1.25. Today the rate is \$2.78 per ton. A ten per cent cut is 27.8 cents, leaving the rate at \$2.502 per ton or just 100 per cent higher than in the early years of the war. The cut of ten per cent means nothing and instead of being welcomed it is being condemned by shippers and consumers.

The present railroad conditions are due entirely to governmental interference in private affairs. The Wilson crowd started the whole thing and we are continuing it. McAdoo showed how much he did not know about railroading. The interstate commerce commission is wholly responsible for the rates today. It arbitrarily fixes every rate in the United States. It refused to permit the D. T. & I. road to cut rates when it desired to do so for fear of working an injustice on other railroads. Bah, who ever heard of anyone working an injustice on a railroad? It is to laugh.

Let us have less governmental interference in private affairs and all business will be better. Railroad rates must come down. The commission which permitted them the increase to the present unreasonable figure should just as arbitrarily cut the rates back to the original figure and then the commission should resign and congress should repeal the law. If the railroads had to compete with each other the rate would always be low enough.

The only condition warranting governmental interference in private business is to check and prevent illegalities and robbery of the people. The railroads are able to take care of themselves without the aid of a commission. President Harding will do well if he orders the commission to make a horizontal cut of at least 50 per cent in addition to the ten per cent.

—*Daily Register, Ironton, O.*

THE ADAMS-BURT Co., at Eaton Rapids, Mich., recently unloaded one of the biggest wagonloads of grain, over 300 bus.

THE GERMAN Maizena Co. has been formed by the Corn Products Refining Co., of the United States, in combination with the Bank of Dresden, Germany.

## Northwestern Grain Dealers Ass'n to Meet June 22 and 23.

The annual meeting of the Northwestern Grain Dealers Ass'n will be held a month earlier than heretofore. The dates selected are Thursday and Friday, June 22 and 23. The place of meeting will be in Great Falls, Mont., and the headquarters at the Rainbow Hotel.

A strong committee is preparing the program.

Sec'y Jared Watkins writes that "Soil and crop conditions in Montana are such that those in all lines of business and particularly those in the grain business feel quite encouraged, and we therefore will look forward to a good attendance."

## Coming Conventions.

June 19, 20. Wholesale Grass Seed Dealers Ass'n at Chicago.

June 21, 22. Ohio Grain Dealers Ass'n at Cedar Point, O.

June 21, 22, 23. American Seed Trade Ass'n at Chicago.

June 22, 23. Northwestern Grain Dealers Ass'n at Great Falls, Mont.

June 29, 30. Indiana Grain Dealers Ass'n at Indianapolis.

July 25, 27. National Hay Ass'n at Cedar Point, O.

Oct. 2, 3 and 4. Grain Dealers National Ass'n at New Orleans, La.

## Ohio Dealers Will Meet.

An excellent and interesting program is being arranged for the 43d annual meeting of the Ohio Grain Dealers Ass'n, to be held June 21 and 22 at the time-honored place, Cedar Point, O., in the Breakers Hotel.

Sec'y J. W. McCord writes: We want assistance and encouragement from every mother's son engaged in the grain business, of the great state of Ohio, and elsewhere.

The greater interests which obtain with the rank and file of the trade of today will be discussed with an opportunity for every one present to have his say.

Each year brings new problems, new hopes and fears.

Never before in the history of the Association have we been beset with such adverse conditions as now exist with the Trade; during the past twelve months the trade has been subjected to extensive deflation, which has sorely tried the very heart, soul and existence of the individual member and the associated bodies of the grain trade.

These conditions are still with us in greater or less degree. Have we deflated? Have we turned the corner?

Come and give us the "light of your countenance," your best thought and advice.

SEVERAL HUNDRED persons in Pittsburgh hastened to make reply to letters they received offering them "pure Canadian rye, 12 quarts for \$18" June 7. They received in reply pure Canadian rye grain put up in quart bottles. Officials state there is no law thru which they can seek redress.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. St. P. M. & O. 28,496 passed thru Le Sueur, Minn., on June 8, leaking corn very badly. We fixed it here and it went on thru.—Wierwill Bros.

C. & A. 15884, loaded with oats, was leaking considerably at the front end while passing thru Eden, Ill., May 20, on the M. & St. L. Ry.—E. C. McMullen, mgr. Eden Farmers Co-operative Co.

G. N. 17046, loaded with barley, was leaking badly from side door, as it passed thru Fisher, Minn., May 11. The agent was notified.—Webster-Sorlie Co.

M. P. 34937 passed thru Taylorville, Ill., on the Wabash Feb. 25 with south door open. Car was loaded with corn.—L. T. Jones & Co., by L. T. Jones.

U. P. 124793 passed thru Brighton, Colo., Mar. 1, southbound, leaking corn thru a hole in the side of the car. Hole had been patched with a piece of tin. Train did not stop so could not fix or examine carefully.—The

## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Iron Cladding Properly Laid Will Not Draw Nails.

*Grain Dealers Journal:* In regard to proper nailing of iron siding discussed on page 596 of the Journal for May 10th will say, it is most likely the trouble the Illinois and Indiana companies are experiencing is caused by incompetent men nailing iron on in long sheets of six or eight feet lengths and of course iron of this length will compel the workmen to nail several times on the same sheet in order to close it up tight. The specifications for an iron clad house should be as follows:

#### All Galvanized Elevator Plates on Cribbing.

To be 1-1/4 corrugated size of plate to be 28"x32" nailed with ten penny galvanized nail, starting elevator plate at the sill line with the first row of nails three inches from the lower edge and to be nailed every other corrugation and to be nailed on top of seams, workmen to take pains and never nail two sheets together, up and down seams or any place where two sheets laps each other. Starting on second layer of iron allow second sheet to over lap the first sheet two inches, then nail this sheet three inches above the under lap of first sheet so as to leave a three inch telescope, breaking the side lap same as you would a shingle, this is done by splitting the first sheet on every other row. All elevator plates to be started one and one-half inch from the corner and hold this line till the eaves are reached, after all elevator plates are on, run an inch and one half galvanized ridge roll up the corners, cut into 32" lengths same as elevator plates and nailed so as to allow a three inch telescope same as the elevator plate, two nails is sufficient in one end, one will hold the other down if properly nailed.—R. W. Oglesby, Minneapolis, Minn.

#### Metal Siding Used With Satisfaction.

*Grain Dealers Journal:* In the Journal for May 10th, page 596, you published an article on "How to Nail Metal Siding?" You quote two different instances, one describing the iron siding coming loose at the lap, on account of continuous contraction and expansion.

In Western Canada we have used a great deal of sheet metal in covering grain elevators. At the present time we are using more wood siding than galvanized metal siding, but it is principally on account of the difference in cost, the favor being with the wood siding.

We use a siding here known as Manitoba Siding. It is a standard size sheet 22 1/4 x 17 1/2" and there are 37 sheets of this metal to each 100 square feet. The sheets are stamped in such a way as to allow the elevator to settle without causing any pressure on the sheet, and prevents the sheet from coming loose or buckling. It is our belief that if we used corrugated metal, or sheets larger than the size specified, same would be very liable to contract or expand in such a way that it might in time draw the nail.

The method of nailing this Manitoba Siding allows free settling of the building without pulling the nail. This siding is laid on the wood sheeting, or cribbing. The work should be started at the lower right hand corner of the wall, slipping the flanges on the right side into the locks on the left side. The upper courses are lapped over the lower

courses tip to the shoulder stamped in the pattern about 2" from the bottom. Nails are driven thru the indentations stamped in pattern about two inches from the bottom. No nails thru the body of the sheet and the joints are not broken. At the corners use a corner cap, or if preferred the sheets themselves can be bent around the corners. If corner cap is used, same should be the same length as the siding sheets.

We may say that the sheets from which this siding is made are trimmed square before they are stamped by the stamping press. The dies are steel, and every sheet is exactly the same and fits accurately, and is very convenient to put on the walls of an elevator any height.

To make it perhaps a little clearer we will attach a printed sheet showing this metallic siding.

We can safely advise you that a great many of the companies here in Canada use galvanized metal for covering their elevators, and it proves very satisfactory. An elevator covered with galvanized metal never needs to be painted, and the elevator never, in this way, gets shabby. If in a few cases some sheets do blow off, same can simply be replaced.—Yours truly, *The Harper Construction Company, Ltd., W. A. Harper, Manager, Winnipeg, Man.*

#### How Can Spare Time of Elevator Manager Be Used Profitably?

*Editor Grain Dealers Journal:* To prevent being idle, which I am beginning to realize is the very worst enemy I have, I write you this meditation.

I am twenty-five, six feet two, very ordinary looking, with a large nose. Have a family consisting of wife and two daughters, good looking, without large noses. They look to, and depend on me for their support, which, up-to-date is very meager, but hopeful.

I am manager of a country grain elevator, which position in the spring of the year between crops affords much time for speculation, (of the mind). Windy days are frequent, business infrequent. Thus it is that I am coming to recognize the enemy, *Idleness*. Of course there are repairs to be made to the elevator and equipment to prepare for new crop, but when these are made to the extent that the new crop prospects justify, what then? I have catalogued my customers and pro-

spective customers, and keep in touch with them by mail at regular intervals. Still I have much time to spare.

Today the sand is blowing. Day before yesterday it rained. A very fine country, the plains, but it breeds nerves. The height of enthusiasm and the depth of despair are farther apart here than any place I know. Meaning that, measured by the weather, the fair is the fairest, and the foul the foulest. The peculiar part of it is, that the extremes are often less than twenty-four hours apart.

Returning to the subject, the person uppermost in my calculations namely, myself, I read many magazine articles containing advice to the young business man, by such writers as Albert W. Atwood and others. I am alternately lifted to a high conception of myself, and plunged to a pretty low level, as they enumerate essential practices which I have already beat them to, and have become consistent at, then bring forth requisites, of which I am totally ignorant. It is quite likely that in writing these admirable articles which may be so profitably followed, the writers did not have the plains country elevator manager solely in view, as a prospective reader.

There is really a great deal of enforced idleness connected with the position at certain seasons, which is possibly made up for in effort during the busy seasons, but does not justify sleep when business is dull. It is at this time that the old man of twenty-five who has the aforementioned family to feed, wonders what he is good for and whether he is in the right business or not. Wonders if he is as far along in question of position as his age and experience justifies, and if his salary is sufficient. Confidentially, there is no question about the latter. It is not. Nor has been. In question of value received, possibly too much. Anyway, he wonders a thousand things which do him no good.

I have just read where C. A. Smith, lumber king, said a man wasn't settled enough for a responsible position until he had reached the ripe old age of thirty. My first thought was, "fine, fine, I have plenty of time." But on further consideration, what assurance have I that another five years will find me farther up the ladder than the past five, tho according to Mr. Smith, the past five were not expected to have been very fruitful in question of actual accomplishment.

Granting that Mr. Smith has the correct



"Manitoba" Siding, that Is Used with Satisfaction.

dope on the age of responsibility, and that I am correct in saying that there is necessarily much spare time in the management of a small grain elevator. How then can a man of twenty-five best spend these spare hours, that he may be reasonably assured of a position of large responsibilities and sufficient remuneration therefor, when he attains the age of thirty, assuming that he has the average intelligence at least, and a willingness to apply himself.

I am serious about this point and am anxious to have other people's ideas about a subject no one writes about much. It is very true that a total stranger may walk into a place of business and after one quick survey, point out defects that the owner or manager as the case may be would probably never discover, for himself. And it does not demonstrate any superiority of the stranger's business acumen. It is a result of a different perspective, or point of view. In refusing to heed suggestions made by a stranger, one may be refusing pearls of great price. They may be costly truths about your business, secured by the giver thru experience, or they may be the thoughtless donation of one who has good ideas to give away, and none for himself. In any case they might come in handy, they are cheap, and you are not obliged to use them by reason of having listened.

I would like to make this elevator the busiest, best market to be found in this town, and also the most profitable of the company's line of elevators. My father has told me a number of times, that the way to be successful in any one line was to work harder and know my business a little better than my competitor. It stands to reason that with such a percentage in one's favor, time will do the trick.

If you have suggestions about the use of the unprofitable time experienced in the operation of a small country grain elevator, please send them in for publication to the Grain Dealers Journal in answer to this "missile," and remember, if you fail to contribute in answer to this want ad, and if I am not proud possessor of a big business and a plethoric bank roll at the age of thirty, you will be held personally responsible.

According to the watch, I have spent almost thirty minutes of otherwise useless time. Profitably or no, who can say? Let us hear from you.—An Oklahoma Agent.

THE PRICE OF BREAD was increased from 20 to 21 sous in Paris, June 1, after a long controversy and threatened strikes. The bakers state that increased costs justify the increase.

## Delivery of Shipments Without Surrender of S/O B/L.

Sec'y Geo. B. McGinty of the Interstate Commerce Commission has just called offending rail carriers for delivering order shipments without requiring the surrender of the B/L. In the notice to all carriers he says:

Supplement 17 to Consolidated Freight Classification No. 2 contains the following provision:

"The surrender of this Original ORDER Bill of Lading properly indorsed shall be required before the delivery of the property."

The Commission has information that many carriers are not observing the above tariff provision and that certain of those carriers have filed with the Commission circulars, or in some instances exceptions to the classification, which provide that the property will be delivered without surrender of the order Bills of Lading upon execution of an indemnity bond or upon delivery of a certified check.

These circulars and exceptions to the classification are inapplicable to freight moving under tariffs not subject to said exceptions to the classification, and any carrier which permits the delivery of such traffic to the consignee thereof without the surrender of the order Bill of Lading violates the provisions of section 6 of the act.

## Mo. and Kan. State Inspection Departments Eliminate Double Charges.

A conference was held yesterday afternoon between Gov. Allen of Kansas, Gov. Hyde of Missouri, J. S. Hart, Chief Inspector of the Kansas State Grain Inspection and Weighing Department and T. J. Hedrick, Warehouse Commissioner of the State of Missouri.

Due to efficiency of operation and the large business done by both departments, a surplus of fees collected over operating expenses has been accumulated by both departments. It is not the desire of either department to operate for a profit. The ideal is service to the farmer and shipper at the lowest possible cost and without loss to the States or the Departments.

A flat reduction of fees was discussed but this would throw the charges out of line with those of other markets and as most of the grain handled at the Kansas City Market is shipped from other states, the farmers of Kansas and Missouri would only slightly benefit by a reduction. The fees charged by the two departments at present are as low as those of any other market and lower than those of many of the principal markets of the country. It was agreed, therefore, that instead of reducing fees it would be better to extend the service of the two departments and to eliminate some of the charges altogether.

At Kansas City, where both departments maintain grain inspectors, cars of grain moving from Kansas City, Kansas, to Kansas City, Missouri, or vice versa, and going into public warehouses must be inspected by each department. This makes a double inspection fee which is charged back to the shipper and effects a large percent of the cars of grain moving to the Kansas City market. It was decided to eliminate this double charge and make all cross town cars carry but one inspection charge unless reinspection was called.

THE FARMERS of the two states have

complained because the Federal Grain Standards could not be brought close enough to the producer. To bring the service home to the farmer it was decided that all samples submitted by farmers should be inspected without charge and a certificate of grade issued on same. This will enable the growers of grain to send in samples before it is marketed in order that they may know the quality of same.

A number of smaller inspection stations in the State of Kansas have been operating under a contract whereby the industries at such stations guarantee that the receipts will equal the expense. That these smaller stations should be relieved of these guarantees and placed on the same basis as the larger stations, it was agreed that only such stations as had been operating under a guarantee contract for two years or more should be entirely relieved of such guarantee and that new stations or stations opened up within the past two years should guarantee that the fees paid should amount to at least 75% of the expenses of the station. These guarantee stations apply only to the State of Kansas.

It was further agreed that if after a reasonable time the absorption of the cross town double charges, the expenses of operating the smaller stations and other concessions did not materially affect the surplus, a flat reduction in fees would be made, as efficient service at the smallest cost is the policy of both the Kansas and Missouri Departments.

The above regulations and changes will be effective July 1st.

THE ANNUAL meeting of the Tri-State Country Grain Shippers Ass'n will be held some time in the fall, no definite date having been set as yet.—E. H. Moreland, Sec'y., Luverne, Minn.

## L. W. Railsback, President.

L. W. Railsback of Weldon, Ill., the new president of the Illinois Grain Dealers Ass'n, knows a great deal about the grain business that he did not try to learn, knowledge that was absorbed unconsciously in his early youth.

As a small boy around the elevator there was not much that he missed in the way of experience, including a merited "trimming" administered by his brother in return for his slipping away from "the gang" to inform his father they were surreptitiously at play in a deep wheat bin, to see them paddled for the dangerous and forbidden practice.

During one Saturday afternoon rush of grain he was posted with his brother at the window of the power house to tire on the blind power horses and had promised the elevator man to put them up for the night so that he might leave early; but the boys ran away to play ball, forgetting all about their responsibility until late Sunday night when the railroad station agent called their father out of bed to tell him that "them little devils" had left the blind horses hitched to the power, unwatered and unfed since Saturday noon.

Mr. Railback was born at Hopedale, Ill., 42 years ago. For several years his father, B. T. Railback, had operated an elevator there in the line of the pioneer firm of Williams, Railback & Co., which later became Quigg, Railback & Co. After leaving high school he worked in the office four years and after the death of his father in 1903 took over the business in partnership with his brother, R. J. Railback. A little later, following his graduation from the University of Illinois in 1904, they bought an elevator at Parnell, Ill., which he sold shortly afterward to engage in the grain brokerage business at Bloomington.

In 1908 he went to Ashland, Neb., where he was connected with Railback Bros., cousins of his, who operated a cleaning and transfer elevator at that point with a line of tributary stations on the Burlington Railroad.

Since going to Weldon, Ill., in 1910 he has operated a local elevator, in partnership with his brother at the Hopedale plant. For the past two years he has been a director of the Illinois Grain Dealers Ass'n.



Rembrandt Studio, Decatur.  
L. W. Railback, Weldon, Ill.  
Pres. Illinois Grain Dealers Ass'n.

# The GRAIN DEALERS JOURNAL.

## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Winnipeg, Man., June 8.—A total of 16,468,548 acres have been seeded to grain in the three prairie provinces in western Canada, as estimated by the Dominion Dept. of Agri. The amount seeded in 1921 was 12,785,750. This year's acreage amounts to an increase of 28.8%.

### ILLINOIS.

Macon, Ill., May 22.—Farmers report that chinch bugs are dying as recent rains have made wheat fields so cold and wet they cannot live. Red rust is also reported in some of the heavy growth wheat fields and straw is breaking and wheat is lodging. Oats are looking fine and the stand of corn is almost perfect and making a wonderful growth, altho a little late; but with the warm rains we are getting it will soon catch up. The clover and soy beans will cut down the acreage of corn about 20%; hogs are very scarce this year.—Macon Grain Co., by J. S. Guthridge.

Springfield, Ill., June 5.—Scattered rains have hampered farm work somewhat during the past two weeks but planting has been rushed at every opportunity and is nearing completion over most of the state. Climatic and soil conditions, while favorable for the quick germination of late sown crops, have been inclined to force plant growth rather excessively. The stand of small grains is especially heavy in the northern half of the state. Dry weather and reasonable temperatures needed for a while to improve plant sturdiness, also to permit early haying and cultivation of corn. Weeds are getting quite a start generally. The general state crop outlook still continues promising.

Corn marketing continues moderate. Corn planting shows rather uneven progress but is estimated to be 90% completed. About two-thirds of the crop is up or coming up and showing uniform stands. Cultivation is under way where soil conditions permit. Owing to the late season a more liberal acreage has been planted than was planned earlier in the spring.

Winter wheat is headed out generally and is filling in southern counties. Stands are heavy quite generally and rather more luxuriant than sturdy. There is an unusual amount of red rust in the southern and some lodging in the northern area. Conditions are more uneven than two weeks ago but continue to show a good prospect for the state as a whole.

Oats, spring wheat and barley growth somewhat backward but is showing rapid development. Reports show a marked reduction in the oats acreage for this season. Rye continues to show a very favorable crop prospect.—A. J. Suratt, Agri. Statistician.

Chicago, Ill., June 10.—The great grain belt of the country has not looked so uniformly good as it does this week. All of the states in this group look better than average at this time of year. While it is true that some of the more southwesterly states of the group have had a little more than their share of moisture, and some of the more northwesterly states of the group are getting a little dry, crops throughout this region are exceptionally good. Forage crops, pasture, hay and clover from all of these states are reported as good to extra good, with the exception of Iowa and Missouri, which report these crops from fair to good. Oats are doing good throughout this entire section, altho some of it is a little late. As usual there are some small localities where the crop looks poor, such areas may be found in Illinois, Iowa and Missouri. Wheat in this area is uniformly good with the exception of bottomlands, where it has been drowned out. There is some rust reported in Illinois, Michigan and Kansas, but this does not seem to be serious. Corn as a whole is making an exceptionally good stand on a large acreage. It is growing slowly as the nights have been a little cool. Potatoes in the potato growing areas look good. Flax in Minnesota, North Dakota and South Dakota looks good, altho not all of it is yet sown; the acreage, however, appears to be small. The last week has brought considerably warm weather to much of this section, altho in most instances the

nights were cool. Much of the area has received a maximum amount of sunshine, and this has been very beneficial to all growing crops. Ill., Ind., Ohio, Mich., Wis., Iowa, Mo., Kans., Nebr., Minn., S. Dak. and N. Dak. this week are ranked as good.—F. Baackes, v.-p. American Steel & Wire Co.

### INDIANA.

Cates, Ind., May 24.—Wheat is looking fine; but oats are no good. Several reports of chinch in the wheat.—Cates Elvtr., S. J. Mettee, mgr.

Elwood, Ind., June 9.—Wheat looks good and will be harvesting within a few weeks. Oats very weedy, about 50% crop. See a field being plowed now and then for corn and it is not uncommon to see planters at work even at this late time. Rain is needed.—Windfall Grain Co.

### LOUISIANA.

Rock Falls, Ia., June 2.—The growing crop is doing fine. Promise of an extra large crop if the weather continues as it has. Corn crop looking fine, but some delay on plowing on account of rain.—W. D. Edgar.

Des Moines, Ia., June 6.—Drouth continues in the west central and northwest counties, where oats and spring wheat have been seriously damaged and all other crops more or less damaged. Much corn lies ungerminated in the dry soil. Corn has mostly been cultivated once except in the dry, backward counties, and cross cultivation is well started. Crops are about 92%, which is about the 10-year average. Winter wheat is heading rapidly, mostly on short straw, but with fair prospects for a crop. Rye is making good progress, being in full head generally and filling well in southern counties. Barley is doing well except in dry territory. A very good first cutting of alfalfa has been harvested in the Missouri River counties, being of excellent quality. Red clover has been cut in southern counties and is blooming freely in the north. Timothy promises well except in dry counties.—Charles D. Reed, meteorologist.

### KANSAS.

Tasco (Guy p. o.), Kan., June 3.—Crop about two-thirds.—X.

Lincoln, Kan., May 29.—Crops 65%.—R. E. Lewis, Shellabarger Mill & Elvtr. Co.

Macksville, Kan., May 31.—We will have at least 85% of a crop here.—Geo. R. Cooper.

Tescott, Kan., June 5.—Growing wheat looks fine in this locality at present.—G. W. Miller, mgr. Kansas Flour Mills.

Wichita, Kan., June 8.—Looks like harvest here will be in full swing about the 20th.—S. H. Ranson, Ranson Grain Co.

Belmont, Kan., May 29.—Wheat condition good; plenty of moisture to mature crop. Oats looking good.—Bartlett Bros. Grain Co.

Rossville, Kan., June 5.—Wheat crop in this locality looks good for 100%.—W. S. Boliton, mgr. Farmers Co-op. Elvtr. Co.

Tescott, Kan., June 5.—Our growing wheat is in fine shape and by present outlook will make from 25 to 30 bus. an acre.—T. J. Macredie & Son.

Hays, Kan., May 29.—Crop is very poor. Cannot possibly raise over 20% of a normal crop.—Shellabarger Mill & Elvtr. Co., Wm. Roenfeldt.

Manning, Kan., May 27.—This season's wheat is practically a failure in this immediate territory. Barley, corn and sorghums looking fine. Plenty of moisture now and for the last 30 days.—Salina Produce Co.

### MICHIGAN.

Palms, Mich., June 6.—Crops here promising, but need rain.—W. Babcock.

Fowlerville, Mich., May 26.—Wheat, rye and oats are coming fine in this vicinity.—E. W. Burkhart & Son.

Kent City, Mich., June 5.—Wheat locally looking rather poor, thin and spotted; oats getting a fine start.—Kent City Farm Buro, Guy W. R. Curtiss, mgr.

Watertown (Sandusky p. o.), Mich., May 31.—Crops are looking the best in years. There will be the largest acreage of beans ever planted in this section.—R. W. Johnson.

### MINNESOTA.

Minneapolis, Minn., June 7.—The weather conditions during the past week generally have been favorable for the grain crops in Minnesota, North Dakota, South Dakota and Montana. The conditions in North Dakota are extremely good at this time and it is improbable that the high average in that state can be maintained throughout the season. We have received several re-

ports of grasshoppers appearing in large numbers in southeastern Montana. The general condition of the rye crop is very good. As previously reported, there is a large acreage of rye and with a few exceptions it has a heavy stand. With favorable filling weather it should produce better than an average yield. The corn crop throughout the territory also has a satisfactory condition. The majority of it has been plowed for the first time. There are but few reports of cut worms working in the corn. The oats and barley in the southern part of the territory have started to joint. A good rain at this time would be very beneficial to them. There is very little new on the flax situation. Conditions and opinions vary so much in the different districts that it is hard to make an accurate estimate. We still believe that there will be very little change from last year's acreage.—The Van Dusen Harrington Co.

### NEBRASKA.

Reynolds, Neb., June 5.—Wheat prospects about 60% of average; oats, 80%; corn normal.—L. L. Beachler.

Barneston, Neb., June 1.—Had fine rains, chances are growing wheat will average 12 bus. to an acre. Corn planted, all up; fine stand.—Farmers Co-op. Union Ass'n, Wm. Townsend, mgr.

### NORTH DAKOTA.

Ray, N. D., June 5.—Crops looking fine.—Occident Elvtr., J. Myles, agt.

### OKLAHOMA.

Rosston, Okla., May 30.—Wheat prospects look better in this part of the country.—Farmers Elvtr. Co.

Rosston, Okla., June 6.—The wheat crop here is estimated at 35% of the 1921 crop. Spring crops look fine.—White Grain Co.

Enid, Okla., May 27.—Prospects are very fair in our section for a crop of wheat.—W. M. Randels, Randels-Fequay Grain Co.

Orienta, Okla., May 29.—New crop not over 50% normal. Weather conditions good at present.—Cox Henry Grain Co., Grant Webster, mgr.

Wakita, Okla., June 5.—Growing wheat is fairly good in this locality, but some did not come up until this spring and that is poor.—R. H. Edsall, mgr. Red Star Mill Co.

Ponca City, Okla., June 6.—Crop prospects slightly below average for wheat; the 15th of month will see a good deal cut. Corn has excellent start and stand.—Ponca City Mill Co., L. A. Scott, mgr.

Forgan, Okla., June 1.—Wheat prospects for this point ideal. If we have no hail or high wind storms, we think that 75% of wheat sown will be harvested. Average bushel yield is hard to determine just now, but 15 bus. at least.—Oklahoma City Mill & Elvtr. Co., per C. E. Hemminger, mgr.

Lawton, Okla., May 24.—Continued rains are damaging the wheat in this section. What we need here is ten days of sunshine. In the northwestern part of the state wheat prospects are poor, lots of wheat not coming up on account of dry weather and a poor stand on that which did. The weeds are coming out ahead of the wheat.—J. W. Russell, Western Grain Co.

### TEXAS.

Killeen, Tex., June 3.—The oat and wheat crop for this section has been deceiving. While our acreage has been comparatively small, yet we have expected a fairly big yield. Since the reapers have started, however, it seems that the yield will fall short of all estimates. We are still hoping, if the weather clears, that we will have a larger crop than last year.—Wendland Grain Co.

NEW YORK STOCK EXCHANGE has copyrighted an emblem to be used by members in advertising. It contains a picture of the new building, surrounded by words "New York Stock Exchange Members."

RYE has a duty of 10 cents a bushel imposed in Canada, while the duty is 15 cents a bushel in the new tariff bill as reported by the Finance Com'te of the Senate. Rice, cleaned, has a duty of 75 cents per hundred in Canada, while a duty of three-eighths cents per pound is imposed on it under the new bill, while flaxseed has a duty of 10 cents a bushel in Canada, and a duty of 40 cents a bushel under the new bill. Hay and straw have a duty of \$2 per ton in Canada, while hay is taxed \$4 and straw \$3.50 under the new bill.

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## Government Crop Report.

Washington, D. C., June 8.—The Crop Reporting Board of the Bureau of Markets and Crop Estimates makes the following estimates from reports of its correspondents and agents:

| Crop.        | Acreage | Production. |       |
|--------------|---------|-------------|-------|
|              |         | 1922.       | 1921. |
| Winter wheat | 38,131  | 81.9        | 607   |
| Spring wheat | 18,629  | 90.7        | 247   |
| All wheat    | 56,770  | 84.3        | 835   |
| Oats         | 41,822  | 85.5        | 1,305 |
| Barley       | 7,550   | 90.1        | 191   |
| Rye          | 5,148   | 92.5        | 81    |
| Hay, all     | 74,345  | 91.1        | 106   |

\*In thousands. †Millions of bushels. ‡Tons.

### WINTER WHEAT.

| State.               | Forecast               |                | Production. | Comparisons.          |
|----------------------|------------------------|----------------|-------------|-----------------------|
|                      | 1922.                  | 1921.          |             |                       |
| June 1, 10-yr. cond. | June 1, 1921. Average. | 1921. Average. | From        | 5-year                |
| Pct.                 | Pct.                   | Bus.*          | Bus.*       | (Dec. 1916-20. Final) |
| N. Y.                | 89                     | 9.066          | 8,385       | 8,306                 |
| Pa.                  | 95                     | 88             | 26,294      | 23,625                |
| Md.                  | 90                     | 88             | 9,657       | 7,952                 |
| Va.                  | 93                     | 87             | 11,118      | 8,301                 |
| N. C.                | 83                     | 85             | 5,892       | 4,500                 |
| Ohio                 | 92                     | 82             | 42,798      | 28,272                |
| Ind.                 | 88                     | 77             | 33,977      | 24,144                |
| Ill.                 | 89                     | 75             | 51,613      | 42,638                |
| Mich.                | 86                     | 78             | 16,423      | 13,712                |
| Iowa                 | 91                     | 84             | 12,580      | 8,928                 |
| Mo.                  | 83                     | 77             | 43,754      | 34,390                |
| Neb.                 | 79                     | 84             | 54,984      | 57,559                |
| Kan.                 | 75                     | 77             | 117,174     | 128,564               |
| Ky.                  | 93                     | 82             | 8,644       | 6,340                 |
| Tenn.                | 82                     | 82             | 5,196       | 4,500                 |
| Texas                | 65                     | 78             | 11,304      | 20,810                |
| Okla.                | 66                     | 77             | 31,786      | 47,325                |
| Mont.                | 88                     | 81             | 5,280       | 4,228                 |
| Colo.                | 80                     | 88             | 21,583      | 16,152                |
| Utah                 | 91                     | 92             | 2,639       | 2,985                 |
| Idaho                | 85                     | 93             | 8,712       | 10,279                |
| Wash.                | 79                     | 89             | 27,253      | 37,457                |
| Ore.                 | 90                     | 94             | 18,533      | 20,125                |
| Cal.                 | 90                     | 78             | 13,347      | 8,355                 |

U. S. 81.9 81.5 607,333 587,032 565,905  
\*In thousands—i. e., 000 omitted.

### SPRING WHEAT.

| State.  | Condition |      | Forecast | June 1, 1922. | June 1, 1921. | 10-yr. cond. | (Dec. 1921. ave. condition. est.) |
|---------|-----------|------|----------|---------------|---------------|--------------|-----------------------------------|
|         | Acres.*   | Pct. |          |               |               |              |                                   |
| Minn.   | 2,241     | 92   | 94       | 30,926        | 23,655        |              |                                   |
| N. Dak. | 8,121     | 91   | 91       | 88,681        | 73,264        |              |                                   |
| S. Dak. | 2,715     | 92   | 96       | 31,223        | 24,930        |              |                                   |
| Mont.   | 1,915     | 94   | 90       | 31,501        | 23,940        |              |                                   |
| Wash.   | 1,147     | 83   | 92       | 17,613        | 17,205        |              |                                   |

U. S. 18,639 90.7 92.8 247,175 207,861

### OATS.

| N. Y.   | Condition |      | Forecast | June 1, 1922. | June 1, 1921. | 10-yr. cond. | (Dec. 1921. ave. condition. est.) |
|---------|-----------|------|----------|---------------|---------------|--------------|-----------------------------------|
|         | Acres.*   | Pct. |          |               |               |              |                                   |
| Pa.     | 1,059     | 93   | 89       | 36,440        | 24,912        |              |                                   |
| Ohio    | 1,238     | 93   | 90       | 42,600        | 35,283        |              |                                   |
| Ind.    | 1,517     | 83   | 86       | 53,260        | 37,122        |              |                                   |
| Ill.    | 1,596     | 76   | 88       | 47,912        | 45,072        |              |                                   |
| Mich.   | 3,951     | 80   | 88       | 132,754       | 121,741       |              |                                   |
| Wis.    | 1,559     | 91   | 88       | 54,620        | 28,101        |              |                                   |
| Minn.   | 2,527     | 94   | 94       | 98,578        | 63,958        |              |                                   |
| N. Dak. | 3,846     | 93   | 94       | 132,341       | 94,176        |              |                                   |
| S. Dak. | 5,960     | 86   | 95       | 205,024       | 154,960       |              |                                   |
| Mont.   | 1,289     | 67   | 84       | 28,068        | 42,960        |              |                                   |
| Wash.   | 2,540     | 91   | 91       | 63,564        | 49,761        |              |                                   |
| S. Dak. | 2,544     | 90   | 96       | 76,702        | 58,300        |              |                                   |
| Neb.    | 2,057     | 84   | 93       | 70,547        | 70,054        |              |                                   |
| Kan.    | 1,591     | 75   | 82       | 39,377        | 38,827        |              |                                   |
| Tex.    | 1,641     | 78   | 77       | 48,255        | 33,570        |              |                                   |
| Okl.    | 1,553     | 70   | 76       | 35,330        | 35,300        |              |                                   |
| Mont.   | 483       | 93   | 91       | 15,722        | 10,787        |              |                                   |

U. S. 41,822 85.5 89.5 1,304,664 1,060,737

### BARLEY.

| Wis.    | Condition |      | Forecast | June 1, 1922. | June 1, 1921. | 10-yr. cond. | (Dec. 1921. ave. condition. est.) |
|---------|-----------|------|----------|---------------|---------------|--------------|-----------------------------------|
|         | Acres.*   | Pct. |          |               |               |              |                                   |
| Minn.   | 468       | 93   | 93       | 14,145        | 10,642        |              |                                   |
| Iowa    | 886       | 93   | 94       | 21,335        | 17,720        |              |                                   |
| N. Dak. | 183       | 92   | 95       | 5,135         | 3,901         |              |                                   |
| S. Dak. | 1,096     | 90   | 90       | 21,208        | 16,988        |              |                                   |
| Colo.   | 1,009     | 92   | 95       | 23,672        | 17,323        |              |                                   |
| Kan.    | 898       | 88   | 83       | 18,176        | 13,200        |              |                                   |
| Idaho   | 202       | 92   | 93       | 5,854         | 4,444         |              |                                   |
| Wash.   | 85        | 93   | 95       | 3,004         | 2,784         |              |                                   |
| Ore.    | 70        | 82   | 93       | 2,267         | 2,797         |              |                                   |
| Cal.    | 74        | 87   | 94       | 2,253         | 2,240         |              |                                   |
| U. S.   | 1,200     | 89   | 80       | 36,846        | 29,700        |              |                                   |

### RYE.

| Ind.    | Condition |      | Forecast | June 1, 1922. | June 1, 1921. | 10-yr. cond. | (Dec. 1921. ave. condition. est.) |
|---------|-----------|------|----------|---------------|---------------|--------------|-----------------------------------|
|         | Acres.*   | Pct. |          |               |               |              |                                   |
| Mich.   | 642       | 90   | 87       | 9,765         | 8,346         |              |                                   |
| Wis.    | 364       | 92   | 90       | 6,563         | 4,756         |              |                                   |
| Minn.   | 669       | 94   | 88       | 12,891        | 10,185        |              |                                   |
| N. Dak. | 1,574     | 94   | 86       | 21,897        | 9,306         |              |                                   |
| S. Dak. | 258       | 95   | 92       | 4,534         | 3,056         |              |                                   |
| Neb.    | 139       | 83   | 93       | 1,938         | 1,714         |              |                                   |
| U. S.   | 5,148     | 92.5 | 88.7     | 80,815        | 57,918        |              |                                   |

\*In thousands—i. e., 000 omitted.

Durum wheat acreage this year in Montana, Minnesota and the Dakotas is estimated at 5,276,000 or 35.2% of the total of 14,992,000 acres of spring wheat in the four states. This compares with 4,890,000 acres of durum or 30.4% of the total spring wheat in these states in 1921, and an average of 3,644,000 acres of durum or 22.0% of the total spring wheat in these states for the five years 1917-1921.

## Exports of Grain Weekly.

[From Atlantic and Gulf Ports, In Bus., 000 Omitted.]

|           | Wheat. | Corn. | Oats. |
|-----------|--------|-------|-------|
| 1921.     | 1920.  | 1921. | 1920. |
| Jan. 7..  | 5,484  | 9,429 | 3,008 |
| Jan. 14.. | 5,747  | 6,457 | 2,651 |
| Jan. 21.. | 5,455  | 4,782 | 3,363 |
| Jan. 28.. | 3,473  | 6,257 | 1,130 |
| Feb. 4..  | 3,215  | 8,814 | 4,712 |
| Feb. 11.. | 2,499  | 5,131 | 4,770 |
| Feb. 18.. | 3,803  | 4,776 | 1,155 |
| Feb. 25.. | 4,731  | 3,968 | 5,058 |
| Mar. 4..  | 5,484  | 5,463 | 6,351 |
| Mar. 11.. | 3,349  | 4,390 | 3,153 |
| Mar. 18.. | 4,630  | 4,847 | 4,312 |
| Mar. 25.. | 3,279  | 2,750 | 3,299 |
| Apr. 1..  | 3,884  | 5,437 | 4,754 |
| Apr. 8..  | 3,523  | 4,379 | 3,519 |
| Apr. 15.. | 1,489  | 4,795 | 3,946 |
| Apr. 22.. | 1,087  | 3,764 | 1,039 |
| Apr. 29.. | 2,660  | 5,879 | 2,634 |
| May 6..   | 1,921  | 8,190 | 1,733 |
| May 13..  | 2,679  | 4,881 | 2,572 |
| May 20..  | 4,257  | 7,071 | 4,406 |
| May 27..  | 4,944  | 5,724 | 3,088 |
| June 3..  | 5,017  | 6,428 | 3,060 |

Total since July 1. 275,669 338,769 146,399 33,346 35,486 17,423

## Barley Movement in May.

Receipts and shipments of barley at the various markets during May, compared with May 1921, were as follows:

|              | Receipts  | Shipments |
|--------------|-----------|-----------|
| 1922         | 1921      | 1922      |
| Baltimore    | 1,573,287 | 1,088,276 |
| Chicago      | 607,000   | 494,000   |
| Cincinnati   | 18,000    | 14,400    |
| Duluth       | 1,979,038 | 564,431   |
| Galveston    | 25,200    | 7,000     |
| Indianapolis | 15,400    | 9,035     |
| Kansas City  | 15,400    | 9,900     |
| Milwaukee    | 260,455   | 292,985   |
| Minneapolis  | 250,000   | 270,000   |
| New Orleans  | 440,571   | 440,571   |
| New York     | 1,541,300 | 1,622,000 |
| Omaha        | 189,400   | 961,800   |
| Peoria       | 15,600    | 1,200     |
| St. Louis    | 176,000   | 19,800    |
| Toledo       | 16,800    | 14,400    |
| Winnipeg     | 272,850   | 3,600     |

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## Oats Movement in May.

Receipts and shipments of oats at the various markets during May, compared with May 1921, were as follows:

|              | Receipts  | Shipments |
|--------------|-----------|-----------|
| 1922         | 1921      | 1922      |
| Baltimore    | 638,000   | 5,254,000 |
| Chicago      | 370,000   | 494,000   |
| Cincinnati   | 317,885   | 3,169,704 |
| Duluth       | 578,000   | 578,000   |
| Indianapolis | 1,020,000 | 1,188,000 |
| Kansas City  | 399,500   | 340,000   |
| Milwaukee    | 2,061,045 | 978,940   |
| Minneapolis  | 1,965,410 | 676,720   |
| New Orleans  | 45,030    | 100,010   |
| New York     | 7,039,500 | 4,318,000 |
| Omaha        | 1,092,000 | 722,000   |
| Peoria       | 1,553,150 |           |

# The GRAIN DEALERS JOURNAL.

## Hearings on the Revised Capper-Tincher Bill.

The House Com'ite on Agriculture on June 7, 8 and 9 held hearings on the revised Capper-Tincher Future Trading Act. An extensive discussion of the legal phases of grain exchange legislation in the light of the Supreme Court decision against the former law by officials of the Department of Agriculture took up so much time the first day that the hearing of the grain dealers who were present was deferred. Besides members of the com'ite there were present Congressmen Chindblom, Rainey and Sproul and Leslie F. Gates, former pres. of the Chicago Board of Trade, John R. Mauff, its sec'y; Henry A. Rumsey and Leander L. Winters, directors, and M. M. Townley, of Robbins, Wild & Townley.

Fred B. Wells of Minneapolis, Minn., chairman of the executive com'ite of all exchanges, appeared on behalf of the outside exchanges.

Senator Capper in a statement explaining the new bill said: "An important change is the provision which substitutes regulation of the use of mails and interstate commerce for the taxing provisions of the previous statute. A further provision not found in the preceding statute is designed to give the sec'y of agriculture power to deal with the question of grades that may be delivered on contracts, premiums and discounts, inadequate elevator capacity and any other conditions that may have similar importance in relation to the prices and executions of contracts."

Mr. Gates declared to the com'ite that the new bill carries a degree of control that is unwarranted, that it is an attempt thru the commerce clause of the constitution to put future trading under the control of the Sec'y of Agriculture; that it will enable the Sec'y to build up a powerful political machine and that it will interfere with the rights of states in the matter of inspection and weighing of grain.

"The section of the bill giving the sec'y of

agriculture power to approve the official weighing and inspecting service now provided in the primary markets will give the sec'y the right to say he does not want the service now performed by the exchanges. He might say the inspection and weighing service should be federal. This would enable him to build up a powerful political machine. It would also be an invasion of state rights."

Mr. Gates cited the case of the Chicago board, which for thirty years has conducted a weighing department, which has commanded respect, as evidence of the lack of necessity for the federal activities, particularly since the entire legislation is designed to affect merely the seven market centers which deal in future trading, and pointed to the fact that the sec'y of agriculture already had the power to revoke the license of any contract market which indulged in unfair tactics.

Rep. Tincher said the previous statement that the former bill would kill the grain exchanges and that they preferred a quick death, was a bluff.

Mr. Gates: It is not bluff. It has been seriously considered by the exchanges whether it would be wise to close for a period, so the country might see what the situation would be.

Mr. Tincher: We do not want to throw any marketing machinery out of gear, but we do want to regulate exchanges to stop manipulation and protect the interests of the growers and consumers. Legitimate regulation and supervision will not destroy legitimate business.

Mr. Tincher declared producers had failed in efforts to market their grain through the Grain Growers Ass'n, and asserted that manipulation, whether upon the Chicago Board of Trade or elsewhere, should be stopped. He insisted that federal legislation with that object in view would not injure the exchanges, saying bona fide transactions would be in sufficient volume to prevent any harmful results from supervision and regulation.

Frederick B. Wells said: Recent legislation had made grain markets very unsatisfactory for hedging by grain producers and the uncertainty of the validity of contracts is driving out the traders, with the result that the insurance against violent fluctuations have been taken by the exchanges. Future trading was of great importance to the producers thru keeping the public in the market and stabilizing prices.

Manipulation was possible only in abnormal times and hedging thru future trades was necessary to protect the interests of the producers. Future trading required a large volume of business to have the desired effect of stabilizing prices, and this was being destroyed by the agitation of regulation.

Mr. Wells said the effect of the bill, if passed, would not be to facilitate the flow of grain from the farmers to the consuming public, but would be confined to the control of transactions on the exchanges. There had been no charge that futures trading in grain had lowered prices to the producers.

After voting to end hearings Monday the com'ite decided to hear on that day O. B. Jacobson a state commissioner of Minnesota in charge of grain matters who asked to be heard in opposition to the measure.

LEGISLATION extending activities of the War Finance Corporation for another year, was completed June 5 in congress and the bill now goes to President Harding. Applications for loans from the corporation will, under the bill, be extended to July 1, 1923, and the date for winding up the corporation's affairs to August, 1926.

THE PORT of Dunkerque, France, has greatly improved its loading facilities for grain by the installation of new elevators, with which 2,000 tons a day can be loaded into steamers, all the cargo being in sacks. The new devices have lowered the wastage of grain in loading from 0.92% to 0.42%. Further improvement of the port is now being considered.

## Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for July delivery at the following markets for the past two weeks have been as follows:

### JULY WHEAT.

|                | May 25  | May 26  | May 27  | May 29  | May 30  | May 31  | June 1  | June 2  | June 3  | June 5  | June 6  | June 7  | June 8  | June 9  |         |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Chicago        | 121 1/4 | 122 1/2 | 122 1/2 | 118 5/8 | 118 5/8 | 118 5/8 | 119     | 118 1/2 | 114 1/4 | 114 1/4 | 113 1/2 | 112     | 114     | 114     | 115     |
| Kansas City    | 113 1/2 | 114 1/2 | 114 1/2 | 111 1/4 | 111 1/4 | 112 1/2 | 113 1/2 | 112 1/2 | 109 1/2 | 108     | 106     | 107 1/2 | 107 1/2 | 107 1/2 | 108     |
| St. Louis      | 118 1/2 | 119 1/2 | 119 1/2 | 115 1/2 | 115 1/2 | 115 1/2 | 115 1/2 | 115 1/2 | 115 1/2 | 112 1/2 | 111 1/2 | 109 1/2 | 110 1/2 | 110 1/2 | 111 1/2 |
| Minneapolis    | 139 3/4 | 140 1/4 | 139 7/8 | 137 3/8 | 137 3/8 | 136 5/8 | 138 1/4 | 138     | 135 1/2 | 134 1/4 | 133 3/4 | 135 1/2 | 134 1/2 | 135 1/2 | 135 1/2 |
| Duluth (durum) | 122 7/8 | 123 1/2 | 123 1/2 | 120 1/2 | 120 1/2 | 120 1/2 | 121     | 120 1/2 | 117 1/2 | 115 5/8 | 114 1/4 | 116     | 116 1/2 | 117 1/2 | 117 1/2 |
| Winnipeg       | 134     | 134 1/4 | 135 5/8 | 131 1/2 | 128 1/2 | 129 1/4 | 131 1/4 | 131 1/4 | 131 1/4 | 128     | 125 1/2 | 127 1/4 | 126 1/2 | 126 1/2 | 126 1/2 |
| Toledo         | 124 1/2 | 125     | 125     | 121     | 121     | 121     | 121     | 121     | 121     | 118     | 116     | 114     | 115 1/2 | 116 1/2 | 117 1/2 |
| Milwaukee      | 121     | 122 1/2 | 122 1/2 | 118 7/8 | 118 7/8 | 118 1/2 | 119     | 118 1/2 | 114 1/2 | 113 1/2 | 112     | 114     | 113 1/2 | 113 1/2 | 115     |

### JULY CORN.

|             | May    | May    | May    | May    | May    | May    | June   |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Chicago     | 63 1/8 | 63 1/8 | 63     | 61 1/4 | 61 1/4 | 61 1/4 | 62 1/4 | 62     | 61 1/4 | 60 3/4 | 60 1/4 | 60     | 60 3/4 | 60 3/4 | 62     |
| Kansas City | 57 1/2 | 57 1/2 | 57 1/2 | 56 1/8 | 56 1/8 | 57     | 57 1/2 | 56 1/2 | 55 3/4 | 55 1/4 | 55 1/2 | 56     | 56 1/4 | 57 1/2 | 57 1/2 |
| St. Louis   | 61 1/2 | 61 1/2 | 61 1/2 | 60     | 60     | 60 1/2 | 60 1/2 | 59 1/4 | 58 1/2 | 58 1/2 | 59 1/4 | 59 1/2 | 60 1/2 | 60 1/2 | 60 1/2 |
| Milwaukee   | 63     | 63 1/8 | 63 1/8 | 61 1/2 | 61 1/2 | 62 1/2 | 62     | 61 1/2 | 60 3/4 | 60 3/4 | 60 1/2 | 60 1/2 | 60 1/2 | 60 1/2 | 62     |

### JULY OATS.

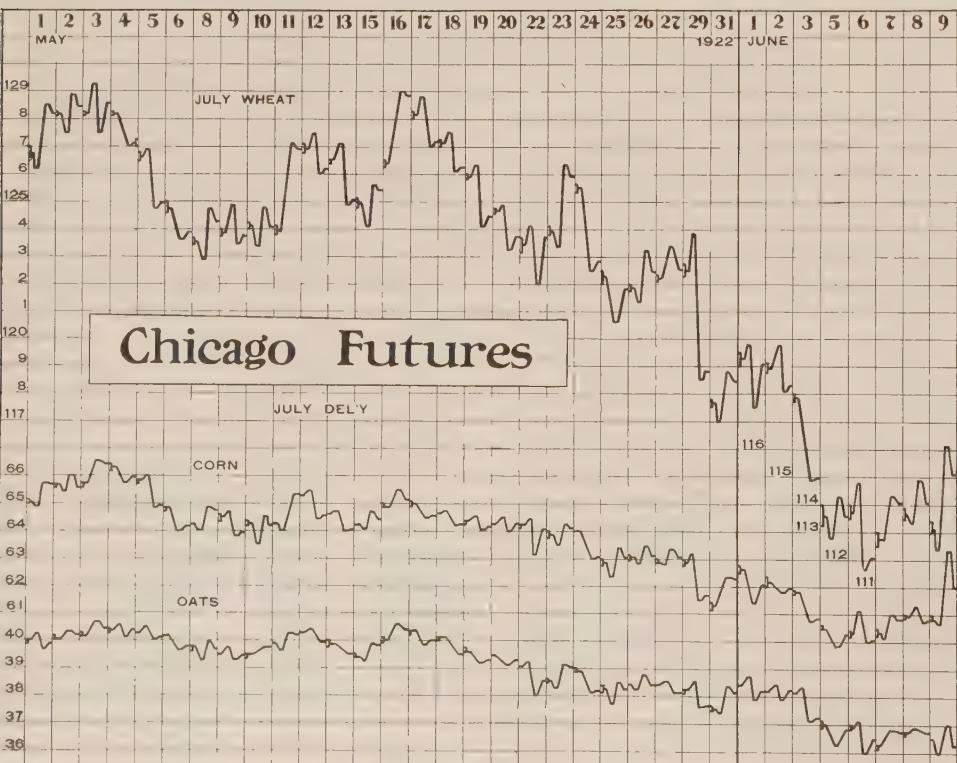
|             | May    | May    | May    | May    | May    | May    | June   |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Chicago     | 38 1/4 | 38 3/8 | 38 3/8 | 37 3/4 | 37 3/4 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 37 1/2 | 36 3/4 | 36 3/4 | 36 3/4 | 36 3/4 | 36 3/4 |
| Kansas City | 37 3/4 | 38     | 38     | 37 1/2 | 38     | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 37 1/2 | 36 3/4 | 36 3/4 | 36 1/2 | 36 1/2 | 35 1/2 |
| St. Louis   | 39 1/2 | 39 3/4 | 39 1/2 | 39     | 39 1/2 | 39 1/2 | 39 1/2 | 39 1/2 | 38 1/2 | 38 1/2 | 38     | 38     | 37 1/2 | 38     | 38     |
| Minneapolis | 34 1/4 | 34 1/4 | 34 1/4 | 33 5/8 | 33 5/8 | 34 1/4 | 34 1/4 | 34 1/4 | 33 1/4 | 32 1/2 | 32 1/2 | 32 1/2 | 32 1/2 | 32 1/2 | 32 1/2 |
| Winnipeg    | 52 1/2 | 52 1/2 | 52 1/2 | 51 1/2 | 51 1/2 | 51 1/2 | 51 1/2 | 51 1/2 | 53 1/2 | 53 1/2 | 53 1/2 | 53 1/2 | 53 1/2 | 53 1/2 | 52 1/2 |
| Milwaukee   | 38 1/4 | 38 3/8 | 38 3/8 | 36 1/4 | 36 1/4 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 37 1/4 | 36 3/4 | 36 3/4 | 36 3/4 | 36 3/4 | 36 3/4 |

### JULY RYE.

|             | May     | May     | May     | May    | May    | May    | June   | June    | June   | June   | June   | June   | June   | June   | June   |
|-------------|---------|---------|---------|--------|--------|--------|--------|---------|--------|--------|--------|--------|--------|--------|--------|
| Chicago     | 102     | 102 1/2 | 101 1/2 | 99     | 99     | 98 1/2 | 99 1/2 | 99 1/2  | 96     | 92 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 |
| Minneapolis | 93 1/2  | 93 3/8  | 93 3/8  | 91 1/2 | 91 1/2 | 90 1/2 | 91     | 91 1/2  | 88     | 85     | 83 1/2 | 83 1/2 | 82 1/2 | 82 1/2 | 83     |
| Duluth      | 98 3/8  | 98 1/2  | 98 1/2  | 98 1/4 | 96 1/4 | 95     | 95 1/2 | 95 1/2  | 92 1/4 | 89     | 87 1/2 | 88 1/2 | 87 1/2 | 87 1/2 | 87 1/2 |
| Winnipeg    | 106 1/2 | 105 1/2 | 104     | 101    | 101    | 99     | 98 1/2 | 100 1/2 | 102    | 94     | 93     | 94 1/2 | 94     | 94     | 94     |

### JULY BARLEY.

|             | May    | May | May    | May    | May    | May    | June   |
|-------------|--------|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Chicago     | 64     | 64  | 65     | 65     | 64     | 64     | 64     | 64     | 64     | 64     | 63     | 63     | 63     | 63     | 63     |
| Minneapolis | 58 1/2 | 59  | 58 3/4 | 57     | 57 1/2 | 57 1/4 | 57 1/4 | 57 1/4 | 56 1/2 | 55 1/2 | 54 1/2 | 55     | 55     | 55     | 55 1/2 |
| Winnipeg    | 68 1/2 | 68  | 67 1/2 | 67 1/2 | 64 1/2 | 66 1/2 | 66 1/2 | 68 1/2 | 67 1/2 | 66 1/2 | 66 1/2 | 66 1/2 | 66 1/2 | 66 1/2 | 66 1/2 |



# 1898 Texas Ass'n Celebrates 1922 in Fort Worth

The Anniversary Convention of the Texas Grain Dealers Ass'n was held in Fort Worth, May 26 and 27, on the spot where, in 1898, the organization was formally launched. The birth of the Ass'n occurred in a small stone building in Fort Worth on Aug. 16, 1898, when 16 dealers gathered to form the groundwork upon which the permanent organization was founded about 3 weeks later at a meeting of 51 dealers in the old Worth Hotel. All sessions of the recent convention were in the roof garden of the Texas Hotel, which stands upon the site of the old Worth; and there is a vast difference between that hostelry of 24 years ago and the magnificent structure now occupying the ground.

Pres. John E. Bishop, of Houston, called the first session to order at 10:35 a. m. Friday. The program was opened by community singing, led by Sam S. Losh, of Fort Worth.

A feature of the singing was the rendition of "John Brown's Baby Had a Cold Upon Its Chest and They Rubbed it With Camphorated Oil," by the "Fort Worth Glee Club," a musical society created on the spot by Mr. Losh. His recruits were all the members of the Reception Com'ite he could induce to come to the platform. The members of the Club may not admit they can sing as well as they can handle grain, but they Rubbed the Camphorated Oil on John Brown's Baby's Chest in a manner most effective.

The Rev. Dr. L. D. Anderson, of Fort Worth, invoked Divine blessing upon the convention. Addresses of welcome were delivered by Hon. E. R. Cockrell, mayor of Fort Worth; by W. M. Massie, pres. of the Fort Worth Chamber of Commerce; and by R. I. Merrill, pres. of the Fort Worth Grain & Cotton Exchange.

The 3 gentlemen welcomed the dealers heartily on the part of each of the city's organizations, Mr. Merrill extending his greeting as from one grain dealer to another.

Mr. Massie presented to Mr. Bishop, the pres. of the Ass'n, a gavel made from timber from the old stone building in which the Ass'n had its birth. This gavel is inlaid with silver bands, and these are appropriately engraved. It is to remain the property of the Ass'n.

Mr. Merrill, in his turn, presented a recent photograph of that historic stone building.

Greetings were also extended to the dealers by Anna Lynn Dorsey, grand-daughter of Sec'y H. B. Dorsey, and daughter of Royce T. Dorsey. The little lady, who is 9 years old, was received with a burst of applause, and she welcomed the visitors with a short but vivacious recitation.

Pres. Bishop delivered his annual address, from which we take the following:

### President's Address.

Twenty-five years ago a small band of grain dealers met in this city, very nearly within the sound of my voice, and launched this Association. A number of those who were instrumental in its organization have passed on to their reward, but we are honored today by their presence with us on this occasion of several of those whose vision at that date made possible this organization. I say "distant date," though only twenty-five years ago, as in this day of our Lord changes come about with such rapidity, things that are today are obsolete tomorrow, that truly reading of happenings of a quarter century past are like reading ancient history.

Our good friend, whom we know we can always call on for anything from leading in prayer to leading an assault on the ramparts of socialism, who does not hesitate to criticize when he thinks we are wrong and commends us when we follow the straight and narrow; whose good judgment has helped to guide our destinies through all these years, who has held every office in the gift of the Association and whose guiding hand, mature judgment and consecrated life we hope to have with us for many years to come—Hon. J. Z. Keel of Gainesville was there. Our genial young friend L. G. Belew, who

used to be affectionately called "Foxy Grandpa" but who has been growing younger ever since and who, if what his friends say about him be true, will be among the last of this assemblage to call for the services of the rejuvenating surgeon, was there.

Our very efficient Secretary was there, and some of us who have worked very closely with him on arbitration, executive, and appeals committees for a number of years, have surmised through a word carelessly dropped here and there, but never a direct claim to the honor, that on that occasion he proposed arbitration.

**A Strenuous Year:** We have had the most strenuous year, in the lives of many of us and we hope that the future does not hold many more like it. We are proud of the record of our Ass'n during these trying times, of the loyalty of its members, and of the good work of the Secretary whose untiring efforts have resulted in a membership list substantially the same as we had a year ago, which I believe is unique in the records of similar organizations passing through periods of depression.

**Reduced Freight Rates:** Your Officers have had a number of matters of importance to handle the past year, outstanding among them being the fight for reduced freight rates which resulted as I verily believe, largely from the fight this Ass'n made, in a reduction of approximately 17½% in rates on coarse grains and a slightly less reduction on wheat and hay.

A constant stream of petitions and applications for hearings for reductions and equalizations is pouring into the offices of your Association, and many of them are of such far-reaching consequences that it is no small problem properly to diagnose them and to be sure that the action taken is for the greatest good of the greatest number.

Ever since the decision in the Shreveport rate case, it has been necessary to take all these matters up with Washington, even though they only affected Texas business; and it has been quite a burden to spend the time and the money necessary properly to handle all these matters at points so far removed from home. In fact, it has been such a burden that in many cases, when we thought the exigencies of the case really required our intervention and representation, we have contented ourselves with the sending of petitions.

Powerful, efficient and considerate body though it may be, the Interstate Commerce Commission is not, and neither indeed can it be, as fully conversant with strictly local matters as is the state commission and to the degree that it lacks information on any subject to that same degree with full justice fall short of accomplishment.

**Revival of State Authority:** In contemplation of these conditions it is refreshing to note the decision, a few days past, to vacate the Shreveport decision, and from May 20th, purely Texas matters can again be taken up with the Texas Commission. There are some conditions and provisos incident to the restoration of power to the state commission, these provisos being that intrastate rates may not be placed to a point where they are unduly prejudicial to interstate rates.

This proviso may cover a great deal of ground, but for the present to my mind it is wise. We do not want to see any hardship worked on the carriers, their prosperity being coincident with ours; and say what we will, forty-eight politically elected state commissions always have been and always will be slow to join in a country-wide movement for the proper co-ordination of rules and regulations governing corporations owned and controlled by those the demagogue likes to refer to as the "Plutocrats." With the restrictions mentioned, however, the opportunities for political jugglery are minimized and the new day has dawned when the state authorities will again have something to say about purely state matters.

**The professional agitator** always represents a minority. If that were not so there would be no reason for his existence, but to try to impress his influence and those he represents, or mis-represents, on those in authority is his chief purpose in life. In doing this he makes so much noise that those who have been intrusted by the majority with the framing of our laws, have been awestruck and have mistaken the great noise for a popular demand. To stand afar and watch their antics is amusing; at the same time it is appalling when we consider the inflammatory effects on the populace.

**The Adamson law** is an example of that kind of legislation by threat which this country has been forced to endure for the past few years. Agitators and walking delegates are the worst menace—I won't say greatest menace because the word great carries with it something worth while, something of the superlative; but the worst menace to our free institutions.

They are agitating and walking on good sal-

aries while somebody either willingly or unwillingly is doing a double portion of work and contributing of their funds to keep them in luxury and ease. Some of the recent revelations at Chicago, as well as the insistent call of these same agitators for our recognition of the impossible regime in Russia, is all the evidence we need. They will go to any length to accomplish the downfall of our American institutions, to do away with private property rights and substitute therefor a system of Communism which always has and always will result in chaos.

Unless we want to hide our heads in the sand, thinking thereby to escape all injury, we had as well make up our minds, and that right soon, that the business interests of the country have a duty to perform: a duty to our homes, our state and our Nation; and that duty is to stand in solid phalanx against these socialistic and communistic vagaries with which our daily press is filled.

These attacks against the constituted order are largely political and must be fought in kind. To save our institutions, which have made this civilization of which we are so boastful, the business and thinking classes of our citizenship, must interest themselves in the political affairs of the country. The old idea that our vote won't make any difference anyway, and general apathy about things political must be changed into a virile and consuming interest in those whom we place in authority to make our laws.

There is no doubt that we are in the majority, and the margin is now narrow, but unless we let those in authority know that we mean business, we can expect but small consideration at their hands.

Not all, but dangerously near all, our public officers immediately upon taking office, begin casting about for a way to spend the money intrusted to their care. Their problem up to that time has been to get sufficient money together to pay house rent and the grocer, and having great amounts of money suddenly placed in their hands, they seem to be seized with a mania for getting rid of it on any and every kind of a scheme imaginable. It's a question of easy come easy go. It's the other fellow's money and if some of it is lost, what's the difference? We can raise the tax rate and get more. Sometimes we get more by lowering the tax rate, which is announced in the evening papers in blazoned headlines of a 2½ reduction made possible by the measures of economy instituted by the newly elected authorities. Then in a short while we get notice of a raise in valuations of 50%. The tax burden has nearly reached the breaking point, and still they call for more.

I am not pessimistic because I have an abiding faith in the sense and good judgment of the American people and believe that we are going to wake up, put our shoulders to the wheel, and show that interest in public affairs which is absolutely essential to our life as a nation. Just a moment's reflection will show us where we are drifting under the present situation. I once heard that good man, Lee G. Metcalf, make the statement that, "As long as we were traveling in the right direction, the distance traversed in any given day is of minor importance."

That's a thought well worth remembering, but lets be sure that our direction is right.

**A popular fancy** has been abroad for some time that the man who, through his application of business, his superior knowledge, or his executive ability, has been able to accomplish what we are all trying to accomplish, that is to succeed, is to be looked on with disfavor. The same idea would restrict individuals or corporations from making more than a small fixed rate of interest on their investments, altho those investments are attended with an element of risk or chance.

This is the natural result of Government by Commission and by Bureau. The consequence is that those who have money to invest, stop to think twice before they are willing to take a chance, when returns can not be more than could be secured from an investment in tax free bonds. This is one reason and one of the big reasons, why during the past year or two we have found it so hard to get money to finance our ordinary business transactions.

Money has been withdrawn in great volume from active circulation, and invested in tax free bonds. There are only two ways in which this situation can be remedied. One is through a reduction of the exorbitant sur taxes, and the other is through a more liberal attitude on the part of the public, which would permit a return on industrial investments more commensurate with the risk taken.

Until this situation is corrected through one of these plans, there is going to be increasing difficulty in financing legitimate business. Capital is like anything else, it flows in the channel of least resistance. If we will remember, sacrifice and adventure create wealth, and in the creation, the wheels of industry are started turning, men are put to work, and general prosperity is the result.

With the conclusion of this convention, I will have ended my official connection with this Association. I have served you for eight consecutive years, one year on the Arbitration Com-

# The GRAIN DEALERS JOURNAL.

mittee and the balance on the Executive Committee and as an officer of the Association. The work has taken quite a lot of my time and thought. It has been pleasant work however, and in meeting time after time and year after year in Committee work, I have learned to know those associated with me, and to appreciate their sterling worth and their high ideals. The warm friendships formed are worth much to me, giving me a new appreciation of what is, after all, the highest good.

I recommend that the Arbitration Committee and the Appeals Committee hold hearings more frequently than we have sometimes done in the past. It is commendable to watch the corners and have economy in view, but the primary thing is to give SERVICE. It might cost the Association a little more to hold these meetings more frequently and have one or two day sessions instead of three or four day sessions, but when a member files a case for arbitration, he is entitled to a hearing within a reasonable length of time. A third party might be interested or in some other way the claim might be collectible if a prompt decision is rendered, but in six months it could very easily be valueless. One of the greatest and most frequent causes of complaint against the courts is the interminable delay.

Let us give SERVICE in capital letters in this department and if it costs a few dollars more, it will more than pay for itself in satisfied members. I recommend that no case be delayed longer than three months before presented to the Arbitration Committee.

**Co-operative Marketing:** Shortly after I was elected President of this Ass'n, I was notified by the Texas Chamber of Commerce of my appointment as a member of the Board of Directors of that Chamber. Along with the notice of my appointment was a set of resolutions passed by its last Directors' meeting, the most of these resolutions being on matters with which I was not familiar, but the last one was an endorsement of co-operative marketing. I immediately wrote the manager and told him that I was not familiar with the subject matter of the majority of the resolutions, but that I sincerely hoped they were more worthy than the one having to do with co-operative marketing, and as my reason added the following. "It seems to me that the Texas Chamber of Commerce should be the last organization from which one would expect a resolution commanding and approving co-operative marketing, as that subject is generally understood at this time. These co-operative societies are being organized throughout the State under a law rushed through a recent session of the legislature, which is nothing more or less than pure class legislation, as it attempts to legalize the doing of certain things by one class of citizenship, for which another class of citizens, just as worthy and just as essential to the welfare of the people, would be prosecuted.

Texas has had many examples in the past of broken-down politicians who were very solicitous for the welfare of the "dear people," agitating reforms that were going to be "cure-alls" for society, and generally agitating at very handsome salaries for themselves, but without

exception I think they have resulted in disaster.

This present form of co-operative marketing in that they require the producer to sign a five year contract to turn his produce over to someone else to dispose of; in other words, agitating to persuade the unthinking to surrender his place as a freeman for that of a slave. We have vivid examples of this same thing somewhat exaggerated in the present condition of affairs in North Dakota. It seems to me fundamental that the producer and the consumer need the distributor just as much as the distributor needs the producer or consumer, and just as much as the producer and consumer need each other.

To this I received no reply and on writing the second time was advised by Mr. George, the general manager, that the resolution was passed after mature consideration and that personally he was in favor of it. Several letters passed between us during the year on the subject and I was informed that the matter had been referred to the Board of Directors. Some two months ago the board of directors held a meeting in Houston which I attended and again voiced my opposition to the resolution, informing them that our Association was unalterably opposed to any such fallacy. I further told them that it was discouraging to see a Chamber of Commerce, which is supposed to represent the business and commercial interests of the State, trailing along after such paternalism.

If the leaders of that organization and this organization and every other organization, and not only the leaders but all those who have the welfare of our country at heart, would turn to the Constitution of the United States for their inspiration, instead of following after this and that thread of socialism, how much better it would be for all. That Constitution which has made us the greatest Nation of all time, that Constitution which has saved us and will continue to save us from the forces of destruction which at this very time are destroying Continental Europe.

The report of the Arbitration Com'ite, submitted by Chairman Joe E. Lawther, of Dallas, showed that during the year a total of 50 cases have been disposed of. These involved between \$75,000 and \$100,000.

Sec'y-Treas. H. B. Dorsey, of Fort Worth, read his annual report, as follows:

## Annual Report of Sec'y-Treas.

### MEMBERSHIP.

|   |     |
|---|-----|
| At last Annual Report, membership list showed .....                   | 478 |
| New members admitted during the fiscal year .....                     | 52  |
| Total .....   | 530 |
| Suspended for non-payment of dues .....                               | 30  |
| Resigned and dropped on account of discontinuing grain business ..... | 47  |
| Leaving present membership .....                                      | 453 |

### FINANCIAL STATEMENT.

#### Receipts.

|  |             |
|--|-------------|
| Cash on hand last meeting (Bonds) .....                    | \$ 8,555.86 |
| From membership fees .....                                 | 630.00      |
| From dues .....  | 8,725.33    |
| Interest on savings account and bonds .....                | 387.84      |
| From advertisements .....                                  | 65.00       |
| From deposit fees on arbitration cases .....               | 1,895.00    |
| Awards to be held pending final adjustment on appeal ..... | 7,548.43    |
| Collection charges on railroad claims .....                | 918.61      |
| Southeastern rate case .....                               | 25.00       |
| Exchange .....   | 6.85        |
| Total .....  | \$28,757.92 |

#### Disbursements.

|  |             |
|--|-------------|
| Arbitration and arbitration appeal com'ites .....          | \$ 720.93   |
| Refund fees for arbitration .....                          | 955.00      |
| Postage, including envelopes .....                         | 551.96      |
| Printing and stationery .....                              | 596.13      |
| Refunded on awards on settled cases .....                  | 6,353.14    |
| Refunded on dues—overpaid .....                            | 26.65       |
| Office rent .....  | 600.00      |
| Salaries and office assistants .....                       | 7,026.73    |
| Gift to sec'y at last meeting .....                        | 800.00      |
| Telegraph and telephone .....                              | 451.93      |
| Furniture and fixtures .....                               | 95.00       |
| Traveling expense officers and executive com'ite .....     | 1,072.23    |
| Wheat Loss Claims expense .....                            | 321.45      |
| Dues Grain Dealers Natl. Ass'n .....                       | 238.50      |
| Dues West Texas Chamber Commerce .....                     | 100.00      |
| Dues Texas Chamber of Commerce .....                       | 50.00       |
| Dues S. W. Industrial Traffic League .....                 | 12.00       |
| Dues Texas Industrial Traffic League .....                 | 12.00       |
| Dues Traffic Service Corporation .....                     | 10.00       |
| Membership prize (Claude Maer) .....                       | 100.00      |
| Retainer—attorneys .....                                   | 100.00      |
| Expense Southeastern Rate Case .....                       | 1,148.09    |
| Incidental expenses .....                                  | 75.56       |
| Cash in savings account .....                              | 4,730.89    |
| Cash checking acct. .....                                  | 1,609.72    |
| Liberty Bonds .....  | 1,000.00    |
| Total .....  | \$28,757.92 |
| Of the total amount of cash on hand, including bonds ..... | \$7,340.62  |

The following items have the amounts credited to their respective accounts:

|  |            |
|--|------------|
| Wheat Loss Claims Com'ite .....                          | \$2,096.11 |
| Southeastern Rate Fund .....                             | 412.50     |
| Awards held on appeals .....                             | 2,512.05   |
| Deposit fees subject to return after hearing cases ..... | 253.00     |

|             |            |
|-------------|------------|
| Total ..... | \$5,273.66 |
|-------------|------------|

Leaving net funds of the association .. \$2,066.96

### GENERAL MATTERS.

Considering the extremely depressed conditions for the past fiscal year, I think we can congratulate ourselves on the above showing, and particularly so on the financial showing, which presents the best financial statement we have ever made.

This has been the most strenuous year in our history and has developed situations, which



Some of the Grain Dealers at Lake Worth during Entertainment of Texas Grain Dealers.

have doubled the work of this office. We have been called on to keep up with so many rate changes and readjustments of rate matters, and owing to the continued congested condition at Galveston, that has forced a great deal of work on the office, in trying to help the members get returns and securing information as to the date first inspection is made on cars arriving—together with a great deal of additional work incidental to the embargoes. We have been very glad to render service to our members, individually as well as collectively.

I desire to call attention of our members to our success in collecting rejected railroad claims. While it adds heavily to the work of the office, we are glad that we have been able to collect as many of these claims for our members as have been presented. We rarely give up, until we have made some sort of a settlement. We feel that the influence of the association greatly assists in this work, and we are sure we can be of assistance to many of our members who have claims rejected, as well as handling their claims from the start.

Adjourned for luncheon.

### Old Timers Luncheon.

A luncheon was given by the ass'n Friday in honor of the old timers and charter members, as a means of celebrating the Ass'n's birthday. Among those who attended the 1922 meeting, who were among the 16 present at the organization meeting in 1898, were the following: E. E. Early, Waco; Frank Gribble, Sherman; Wm. Major, Midlothian; A. S. Lewis, Dallas; Jim Whaley, Gainesville; John A. Stephenson, Fort Worth; J. Z. Keel, Gainesville; and L. G. Belew, Pilot Point. Each of these men, as well as Ben E. Clement, of Waco, and E. H. Crenshaw, of Hillsboro, first sec'y of the ass'n, spoke at the luncheon.

### Friday Afternoon Session.

Pres. Bishop called the second session to order at 2:15 p. m., and the dealers were entertained by a vocal solo by Mrs. Pearl Calhoun Davis, of Fort Worth.

A short memorial service in honor of those members of the Ass'n who have died was conducted by the Rev. Dr. John Wesley Underwood, of Fort Worth. Eulogies upon the lives of two deceased members, W. A. Porter, of Tulia, and R. E. Lowe, of Washington, were given by men who had known them intimately.

E. R. Humphrey, of Amarillo, explained the plans and purposes of the Southwestern Wheat

Improvement Ass'n, speaking along practically the same lines as those who had covered the subject at the meetings of the Grain Dealers Ass'n of Oklahoma and the Kansas Grain Dealers Ass'n.

Ben E. Clement, of Waco, pres. of the Grain Dealers National Ass'n, delivered an address on "Our Government and the Business Man's Relation Thereto" similar to address he had previously given before the Oklahoma and Kansas ass'n's. In the May 25th number of the Journal it was stated that this is a masterful address, but it is more than that. It is a discourse so fraught with truths upon the present state of our nation that it is a matter of regret it cannot be brought to the attention of every person who is, or who wants to be, a loyal American citizen. Here, in the midst of his "home folks," Mr. Clement was at his best. It is not possible to say more in commanding him, but perhaps it is well to add that the dealers voted unanimously in the affirmative on a motion to elect him Governor of Texas.

Pres. Bishop appointed the following com'ites:

Constitution and By-Laws: Joe E. Lawther, Dallas; L. G. Belew, Pilot Point; Douglas W. King, San Antonio; J. C. Whaley, Gainesville; J. C. Mytinger, Wichita Falls; R. H. Wagenfeuhr, New Braunfels; V. H. Davison, Galveston.

Resolutions: Ben E. Clement, Waco; J. Z. Keel, Gainesville; Julius W. Jockusch, Galveston; Gus Gieseke, San Antonio; E. R. Kolp, Fort Worth; A. C. Waters, San Angelo.

Trade Rules: J. V. Niehaus, Houston; R. L. Cole, Krum; A. P. Hughston, Plano; J. N. Beasley, Amarillo; W. W. Manning, Fort Worth; W. H. Killingsworth, San Antonio; Allen Early, Amarillo.

The subject, "Are Differentials in Freight Rates to Gulf Ports Advantageous to Grain Producers and Dealers," was discussed by several persons.

E. H. Thornton, traffic manager for the Galveston Commercial Ass'n, opened this discussion. He outlined the situation as it exists today, and defended Galveston's request for a

differential under New Orleans from certain territory, claiming that from some sections New Orleans, in turn, is asking for more reductions off the present rates. In answering the criticism that Galveston does not have adequate facilities for handling the grain of the Southwest that would be forced to that port by the establishment of the differential asked for, he asserted that the port will be able to handle all the grain offered her. He said, also, that if Galveston is not given lower rates from territory tributary to the city there will be no port there in 10 years.

J. Z. Keel, of Gainesville, spoke of the better facilities, greater number of boats, and better service which he said is to be found at New Orleans.

J. N. Beasley, of Amarillo, told of the numerous embargoes placed against the shipment of grain to Galveston in the past and said these have been especially harmful to the Panhandle. He asserted that the people of Galveston seem to have overlooked the Panhandle, a section which he described as having but one acre in twenty in cultivation. When the remaining 19 acres are in use, he declared Galveston will really *need* facilities, predicting that the Panhandle will one day produce as much wheat as the state of Kansas.

"I am proud," Mr. Beasley said, "that Galveston is a Texas Port; but if you Galveston people do not provide facilities for handling the grain there will be brought such pressure upon the Interstate Commerce Commission that it will be forced to give the Panhandle relief. We are not willing to live on promises. Part of the reparation of facilities should be the raising of railroad tracks on Galveston Island so our grain will not be damaged in case of future storms."

V. H. Davison, of Galveston, claimed the trouble is because of the inability of Galveston to compete with New Orleans thru the rates as they now stand. He asked for the help of the Ass'n to have a differential established in favor of Galveston on Texas business.

H. B. Dorsey explained the position taken by the Ass'n in the recent hearing before an Examiner for the Interstate Commerce Commission. He said the Ass'n is supporting the



More of the Grain Dealers at Lake Worth during Entertainment of Texas Grain Dealers.

attempt to have certain railroads name the same rates to New Orleans as to Galveston, but opposing the attempt of the Galveston Commercial Ass'n to obtain a differential under New Orleans on general business. He, too, stated the whole matter hinges upon Galveston's failure to provide facilities for handling grain, and charged this is due to Galveston's selfishness.

Adjourned.

### The Trip to Lake Worth.

At 5:30 p. m. Friday, the dealers and their ladies were loaded into autos by the good people of Fort Worth and taken to The Mosque at Lake Worth for a barbecue dinner, for dancing and boat riding.

The route of the drive to The Mosque is via the famous Meandering Road—and no one who once makes the trip will deny that the road qualifies for its title. It is The Meanderer. The Mosque is a spacious building situated high on a point overlooking Lake Worth, a magnificent artificial body of water created by the municipality for the purpose of guaranteeing perpetually a source of water supply. The Meandering Road follows along the shore of the lake and describes a circuit of some 40 miles, without one straight mile in the lot. Beautiful trees and lovely cottages are ever to be seen, while the lake itself is seldom out of sight.

At The Mosque the guests were served a barbecue dinner that left none of the wants of the inner man unsupplied, and after dinner there was dancing in the large ball room for those who desired, while a boat was available for those who wanted to forsake *terra firma* for a time.

It was a most delightful evening. Well done, Fort Worth dealers!

### Saturday Morning Session.

The third session was called to order by Pres. Bishop at 9:45 a. m., and the invocation was pronounced by the Rev. J. K. Thompson, of Fort Worth.

A radio demonstration was conducted, and an explanation of this newest means of communication was given by W. E. Branch, of the Fort Worth *Star-Telegram* and by R. L. Harris, also of Fort Worth.

An address on "Transportation Problems" was delivered by Earle B. Mayfield, a member of the Texas Railroad Commission. Mr. Mayfield said at one time he was the youngest member of the Ass'n.

He attacked control of intrastate rates by the Interstate Commerce Commission and declared the Esch-Cummins Act to be the most infamous piece of legislation passed by the national congress in the last half century. He urged the members of the Ass'n to use their influence to bring about its repeal, attacking Sec. 15a especially.

E. H. Crenshaw, Hillsboro, proposed a resolution urging members of the Ass'n to request congressmen and senators to work for repeal of the Esch-Cummins Act. *Carried*.

"Inadequate Grain Elevator Facilities at Texas Gulf Ports," was the subject discussed by D. S. Cage, of Houston, pres. of that city's Chamber of Commerce. He said that the facilities at Galveston were no doubt adequate until recently, but that the strides made in the state's development makes them no longer so. He said that Houston is now engaged in enlarging its ship channel, so that it will be 30 ft. deep and 250 ft. wide, instead of the present 25-ft. depth and 125-ft. width. He promised without qualification that Houston will provide all needed facilities; and, indirectly, he expressed approval of preferential rates on grain to ports for export.

E. W. Crouch, McGregor, read a paper on "Are Telephone and Telegraph Charges Reasonable for Services Rendered?" From it we take the following:

### Are Telephone and Telegraph Charges Reasonable?

The telephone and telegraph companies are today exacting an extortionate toll from the business interests of Texas. A little reasoning will warrant that statement and justify that conclusion. In the first place, the telephone and telegraph companies of Texas are responsible to no one when it comes to making up their tariff or charges for the services they render, propose to render, or threaten to render. It is reasonable to conclude that any business interest, which is in itself a public necessity, at the same time quasi-monopolistic in its nature and at the same time accountable to no one except its own conscience and its own interests, will naturally collect unreasonable and usurious rates for its services and until human nature changes, this statement is irrefutable.

If Telegraph and Telephone Companies were subject to competition or were facilities, the use of which, could be left to the discretion of the business men, it would be a different question altogether, but these facilities are, in our modern business methods, an absolute necessity. With the grain man, the cotton man, and produce man and most other lines of business, there is no choice as to whether or not he shall use these facilities as he must either use them or get out of business; yet, neither these business men, or any constituted authority, have any voice in determining the charges or taxes that are imposed upon the business interests which are compelled to use these facilities.

Telephone and Telegraph charges are very much higher than they were prior to the war and the services rendered are much inferior. The telegraph and telephone owners put their advanced rates in effect over night and the only thing the user of these facilities is supposed to know about it is that he is expected to pay the bill of charges presented to him at the end of the month.

Mr. Burleson, as we all know, had for a long time contended that the telegraph and telephone companies should be operated by the Government, and Mr. McAdoo prior to this time had been made Governor-General of the Railroads and by so doing had succeeded in getting his name on every railroad document in the country. As Postmaster General, Mr. Burleson saw what he thought was an opportunity to make his name a household word for future generations, and therefore he took over under his department of Government the control and management of the telegraph and telephone companies of the United States. He claimed that it was necessary in order to protect the public. In order to protect the public, he took the stand that it would be necessary to raise the rates then being charged for the use of these facilities and what his process of reasoning was, the public could never understand. Neither could the Mackay interests of the United States understand.

The Mackay interests stated that they were giving good service and making a good profit, based on charges then in effect and that therefore, they did not want either Government control or advanced rates put into effect. They claimed they were building up their business on reasonable rates and good service and that they were growing day by day, and that their policies were enabling them to build up an organization which was a formidable competitor to the interests which had heretofore dominated and controlled the telegraph and telephone companies of the United States.

Notwithstanding this contention by the Mackay interests, Mr. Burleson put the telephone and telegraph companies under Government control, raised the rates, limited the service and eliminated all of the features of competition that heretofore had been expensive and obnoxious to these companies.

The public raised an awful howl and it was seen that this socialistic policy of Mr. Burleson's was about to make Republicans out of everybody who had heretofore been Democrats. Therefore, the policy of Government control of the telegraph and telephone companies was quickly abandoned, but the damage had been done. No attempt has been made or will be made by the telephone or telegraph companies to correct it, and up until this time, no concerted attempt to correct it has been made by the public.

This new regime was put into effect just after the close of the war. Charges put into effect were based on costs in effect at that time and then Mr. Burleson retired. The public got the knife—the telephone and telegraph companies got the money, and are still getting it.

**Highest Tolls:** Telephone and telegraph charges are today the highest they have ever been. Every other line of business has been forced to take conditions as they came and have suffered immeasurable losses through the business depression that has swept over our country and the world. Business has been forced to suffer a big shrinkage in its merchandise values and has been forced to cut its costs of doing business to a minimum, in order to meet the changing conditions. While the furious storm has been beating down on business leaving wrecks and ruin in its path, the telephone and

telegraph companies have stood almost alone unscathed and all the while continued to take their toll on the basis of peak war prices.

Of course, these companies have reduced their labor costs, but who got the benefits of this reduction. The public did not—the companies did. No part of this reduction in wages has been reflected in reduced costs to the users of these facilities. The cost of the material they use in construction has been materially reduced, yet, they are the only people who got the benefit of this reduction and none of it is passed on to the public. Were this not a fact which we all know to be true, it would be hard to convince a reasonable man that the business interests would have thus far stood such unwarranted tactics, yet, very little has been said and less done to remedy the situation.

While business was cutting its operating costs to the minimum and forced to pass it on to the public in order to meet competition, it seems to have been assumed that the telegraph and telephone companies were entitled to cut their costs and to pocket the cut. Just why the people of Texas have stood for this, I am unable to figure out.

I see no way of remedying this situation, except to put these lines under some kind of utilities commission, before which the unreasonableness of rates can be argued out with all the interested parties represented. All that is necessary to accomplish this is to have the business interests work together. I recommend that the proper officers of our Association address a letter, outlining the situation to all of the business organizations and Associations in Texas and solicit their co-operation in securing a remedy.

It will be no trouble to get the next legislature to pass this bill, if we will interest those who are suffering to the extent that they will be aroused to action. Heretofore, everyone has had about all he could attend to to keep his own head above the water and has been inclined to let the other fellow give his attention to these matters of common interest, but the time has now come when relief can be obtained, if we can only arouse the interest of those affected to such extent as to get their co-operation.

If our organization will put this matter clearly before the other business organizations of our State, we can get results and place the telegraph and telephone companies in a position where they will have to appear before the bar of public opinion and either justify their charges or reduce them.

Upon motion by J. N. Beasley, the officers of the Ass'n were instructed to make plans to carry out Mr. Crouch's suggestions to have telephone and telegraph companies in Texas placed under the direction of the Railroad Commission or some other commission.

### Inspection and Weighing Fees.

Sec'y Dorsey spoke briefly on the subject of inspection and weighing fees, and said that where the state performs the service the charge should be just enough to defray the cost. He said, also, a feeling exists that inspection fees should be divided equally between shipper and receiver.

J. Z. Keel said he feels that he, as shipper, should pay the fee; Allen Early said it is hard to change tradition, that this decrees the shipper should pay for inspection, but that where the shipper furnishes a certificate issued at destination the receiver should pay for subsequent inspections.

J. N. Beasley, and others, pointed out this is all purely a matter of contract between the parties to a transaction.

### Discounts on Wheat.

Several dealers, including Julius W. Jockusch, of Galveston; J. N. Beasley; Pres. Bishop; and Sec'y Dorsey spoke on the subject, "Are Government Discounts on Wheat Fair and Reasonable." There seemed unanimity of opinion that discounts established when wheat was worth about \$3 per bushel can hardly be reasonable when the grain is worth only a little more than \$1 per bushel.

Mr. Jockusch: I want to say the exporters have no organization and no understanding about discounts. They adopted the so-called government scale when it was established and it has been continued. I believe you should be careful about kicking now, because in my opinion the discounts may be heavier rather than lighter; but all of this depends much upon the kind of crop we have each year.

V. H. Davison, of Galveston, said the question will regulate itself from year to year according to the quality of each crop.

Adjourned for luncheon.

## Saturday Afternoon Session.

Pres. Bishop called the last session to order at 2:30 p. m., and the report of the resolutions com'ite was read by Chairman Clement. The following resolutions were adopted unanimously:

### Resolutions.

#### Meetings of Executive Com'ite.

Whereas, it has heretofore been the custom of the Executive Com'ite to handle matters pertaining to their offices by correspondence, and

Whereas, this manner of handling these matters, many of them of great importance, involves considerable delay, and

Whereas, the slogan of our organization is, or ought to be, Service and Service of the best and most efficient sort, be it

Resolved, that the Executive Com'ite meet at least twice during the year between annual meetings and at such time as deemed by its members expedient and necessary, or upon the call of the President.

#### Meetings of Arbitration Com'ites.

Whereas, it appears that the Arbitration and Arbitration Appeal Com'ites of this Ass'n should have more frequent meetings for the disposition of cases filed by litigants before them, and

Whereas, this feature of the association is deemed most valuable and in the interest of saving of time and settlement of disputes, be it

Resolved, that the Arbitration and Arbitration Appeal Com'ites arrange for more frequent meetings of their respective Com'ites throughout the year.

#### Effective Date of Changes.

Whereas, it has been the practice during the life of the Ass'n to make changes in the Constitution and By-Laws and Trade Rules of the Ass'n in Annual Convention, the effective date of which has always been understood to be date of passage by the Convention, and

Whereas, it seems that such practice is liable to develop difficulties at some time, by reason of such changes not being known to the membership of the association in time for them to make their trades on the basis of whatever changes have been made, be it

Resolved, that on and after the date of this Convention, that all changes in the Constitution and By-Laws and Trade Rules have an effective date, thirty days from the date of the adjournment of the Convention, and

WHEREAS, it has been the practice to delay the dissemination of the information as to such changes as have been made, be it

Resolved, that in future the Sec'y of the Ass'n be instructed, and he is hereby instructed, to have the new books containing the changes in the Constitution and By-Laws and Trade Rules issued fifteen days after the adjournment of the Convention, so that all members of the Ass'n may be advised of any changes that have been made.

#### Applications for Membership.

Resolved, that it is the sense of this Convention, that the Executive Com'ite should exercise greater care in passing upon the applications for membership in the Ass'n, and, further, that the individual members of the Ass'n should in future be more careful in signing applications for membership in the Ass'n; and that the Sec'y be, and he is hereby instructed, to bring this resolution to the attention of the Executive Com'ite, and that a copy of this resolution be forwarded to each and every member of this Ass'n.

#### To Assist Wheat Improvement Ass'n.

Whereas, there is movement on foot, sponsored by the Southwestern Wheat Improvement Ass'n, looking towards the planting and production of a better grade of wheat, and

Whereas, this Ass'n is heartily in favor of the movement; therefore, be it

Resolved, that it is the desire of this Ass'n to co-operate in every way in the movement and lend its financial and moral support to it; therefore, be it

Resolved, that the Executive Com'ite of this Ass'n be empowered to appropriate any part of Five Hundred Dollars (\$500.00) if in its judgment it deems it advisable to do so.

#### Reassert State's Rights.

Whereas, it has become the practice and the policy of the Federal Government to circumscribe the sovereignty of the States, and,

Whereas, the most dangerous and arbitrary power is being exercised through the instrumentalities of the Interstate Commerce Commission; therefore, be it

Resolved, that it is the sense of this Convention that the sovereignty of the state should be preserved and all right of the state to control the railroads through the instrumentalities of its own Railroad Commission should be resumed and maintained intact; be it further

Resolved, that our Senators and Congressmen be requested to do all in their power to have enacted such legislation, or to propose such amendments, that may be necessary to law now in existence, as may abolish the present

circumscribing powers of the Interstate Commerce Commission, and, be it further

Resolved, that a copy of this resolution be forwarded to the Senators and Congressmen of this State.

#### For Lower Phone and Telegraph Rates.

Whereas, for a number of years the commercial interests of this state have suffered from the high telephone and telegraph rates, which were inaugurated at the instance of bureaucratic authority during the war, and,

Whereas, repeated appeals to these institutions for reduced rates have had no effect, notwithstanding the greatly changed conditions, therefore, be it

Resolved, by the members of The Texas Grain Dealers Ass'n that it is the sense of this convention that these institutions should be placed under the control and be subject to the regulation of the State Railroad Commission, and be it further

Resolved, that the Executive Com'ite of The Texas Grain Dealers Ass'n is hereby instructed to do all in its power to secure the enactment of legislation that will accomplish the purposes here-in above set forth.

#### Thanks to Old Members.

Whereas, the Texas Grain Dealers' Ass'n has on this occasion held its Twenty-fifth Annual Convention, and,

Whereas, the old charter members of the organization, whose memories and whose deeds are cherished by this organization, and,

Whereas, these good men laid the foundation for our great organization as it exists today, and,

Whereas, in compliance with the request of the Sec'y, many of these dear old men left their homes and journeyed to Fort Worth to give us the great pleasure of meeting and greeting them again; therefore, be it

Resolved, that this Convention express itself as deeply grateful for the privilege of having met these old members, and that we hereby express ourselves as wishing for them continued health and happiness.

#### Oppose Co-operative Marketing Schemes.

Whereas, the Pres. of the Texas Grain Dealers' Ass'n in the discharge of his duties as ex-officio member of the Board of Directors of The Texas Chamber of Commerce, took the position that this Ass'n was unqualifiedly opposed to the attitude of The Texas Chamber of Commerce on the question of Cooperative Marketing.

Whereas, this Ass'n commends and endorses this stand on the part of our Pres., be it

Resolved, that this stand be communicated to The Texas Chamber of Commerce and that every effort be made in future to influence this and other commercial bodies to desist from lending their aid and support to the Cooperative Marketing scheme, designed as they are to disrupt and destroy the competitive agencies engaged in commerce in grain.

The report of the com'ite on trade rules was submitted by Chairman Niehaus, and the following amendments to the rules were adopted:

#### Amendments to Trade Rules.

##### Rule 6. (Relates to War Tax.) Repealed.

Rule 27. Add Sec. H, as follows: Grain grading contract with exception of live weevil shall be applied on contract at a reasonable discount for live weevil.

Rule 29. Changed to read as follows: Grain sold f. o. b. loading point, shall be routed in accordance with the billing instructions furnished by the buyer.

J. N. Beasley spoke regarding Rule 17, which relates to flat billing. He said the arbitration appeals com'ite has interpreted "flat billing" to carry with it all the privileges accorded by the present tariffs, and that billing is still to be considered "flat" when a car has been forwarded from an official inspection point. On Rule 7, covering time of shipment or delivery, he said the interpretation of the appeals com'ite is that the reference to diverted cars presupposes that the cars are diverted after expiration of the contract.

These interpretations seemed to have the approval of the convention, but no definite action was taken.

Joe E. Lawther read the report of the com'ite on constitution and by-laws and the following changes were adopted:

#### Changes in Constitution and By-Laws.

Art. 9. Section 2. Amended as follows: All disputes or disagreements of a financial, mercantile or commercial character arising out of the purchase or sale of grain, seeds, hay, grain products, feedstuffs or mill products among our members must and are hereby agreed to be submitted to arbitration for adjustment. (This amendment should be inserted after the word "adjustment" in line 5 of Sec. 2.)

Art. 9. Sec. 4. Add the following: Whenever

a member of this Ass'n, who is a direct member of the Grain Dealers National Ass'n, shall be expelled from the Grain Dealers National Ass'n, he shall be immediately cited to appear before the executive com'ite of this Ass'n and show cause why he should not be expelled from the Texas Grain Dealers Ass'n.

Art. 9. Section 10. Amend by adding: "when cases are appealed, the appellee or appellees shall be required to make a deposit of the same amount of the appeal fee as the appellant has deposited."

Art. 9. Sec. 20. Amend by adding: Anyone appealing from the decision of the arbitration com'ite of this Ass'n to the Tri-State Appeals Com'ite shall make a deposit of the award and necessary fees as required in Sec. 10 of Art. 9.

#### Election of Officers.

The election of officers resulted in the choice of the following men to serve for the ensuing year:

Pres. R. I. Merrill, Fort Worth; 1st vice-pres., Douglas W. King, San Antonio; 2nd vice-pres., Joe E. Lawther, Dallas; sec'y-treas., H. B. Dorsey, Fort Worth.

Executive Com'ite: W. P. Dial, Memphis; L. G. Belew, Pilot Point; H. L. Kearns, Amarillo. The three men named, with the officers, constitute the executive com'ite.

Julius W. Jockusch spoke briefly in praise and commendation of the services Mr. Bishop, the retiring pres., had rendered the Ass'n, and a rising vote of thanks was given Mr. Bishop.

Adjourned *sine die*.

#### Convention Notes.

The New Mexico man was S. F. Morris, of Melrose.

The only man from Kansas City was F. J. Fitzpatrick.

Houston men included John E. Bishop, W. A. Barlow and J. V. Niehaus.

Greenville, Galveston, Eagle Pass and Houston expressed a desire for the 1923 convention.

Amarillo was represented by J. N. Beasley, Allen Early, H. L. Kearns and E. R. Humphrey.

From Galveston came Julius W. Jockusch, H. D. Butts, V. H. Davison and Felix Meyer.

The ladies of Fort Worth entertained the visiting ladies at luncheon in the Texas Room Friday.

Dallas was represented by E. B. Doggett; K. C. Voelkel; Mr. Roberts; Joe E. Lawther; and W. H. Wright.

Inspectors were V. L. Nigh, Fort Worth; O. A. Grubb, Dallas; and C. W. Griffin, supervisor at Fort Worth.

Machinery, bag and supply men included C. F. Egan; E. W. Lott, of Carter-Mayhew Mfg. Co.; H. G. Parr, and C. F. Smith.

Doggett Grain Co. furnished a little brass cow bell for each of the persons attending the convention. No danger of getting lost, then.

From Oklahoma came Cecil Munn, Enid; E. O. Billingslea, Frederick; Fritz Straughn, Oklahoma City; V. L. Goltry, Enid; and Dewey F. Hunter, Oklahoma City.

Exhibits included the Globe Truck Dump, by C. F. Egan; the Carter Disc Separator, by E. W. Lott of Carter-Mayhew Mfg. Co.; and White's Grain Car Door Opener by H. G. Parr.

Market quotations were posted on a blackboard in the foyer of the roof garden. These quotations were furnished by the Western Union, the temporary office being in charge of A. C. Farmer, Fort Worth city superintendent.

Immediately after final adjournment, the executive com'ite went into session and appointed the following standing com'ites: Arbitration, J. V. Niehaus, Houston; R. L. Cole, Krum; W. W. Early, Waco. Arbitration Appeals, R. I. Merrill, ex officio chairman; E. W. Crouch, McGregor; J. N. Beasley, Amarillo; W. H. Killingsworth, San Antonio; V. H. Davison, Galveston.

[Continued on page 773.]

## Radiographs

FLANDREAU, S. D.—A radiophone will be installed in the plant of the Bennett Grain Co.

ELM CREEK, NEB.—A radiophone will be installed in the office of the Lexington Mill & Elvtr. Co.

PIPER CITY, ILL.—The Montelius Grain Co. has installed a radio receiving outfit in its plant by which it will receive market reports.

CANTON, KAN.—Radiophones have been installed in the plants of the Farmers Co-op. Grain & Supply Co. and the Canton Grain Co.

HALBUR, Ia.—A radiophone has been installed in the Halbur office of the J. F. Twamley Grain Co. of Omaha which is being managed by E. W. Phalen.

THE FARMERS UNION Co-operative Ass'n of Cedar Bluffs, Neb., has installed a radio receiving instrument, and Manager E. F. Peck is getting the Omaha quotations.

SECRET MESSAGES can be sent successfully by radio, as B. F. Miessner, inventor and head of the experimental laboratories of the Brunswick-Balke-Collender Co., demonstrated at Chicago recently.

RALSTON, Ia.—We have had a radiophone installed since the middle of March and get our market reports five times daily. We expect to get Chicago reports in the near future.—Farmers Elvtr. Co., E. L. Kreger, mgr.

SUMMER STATIC, nemesis of long distance radio communication, has already begun to infest the air. Radio operators listening to long distance sending, can but faintly hear the messages at times, due to the flood of noise which pours into the receivers. Experts state that, unless a satisfactory static eliminator is perfected, this condition will continue until cold weather again sets in.

DEALERS in radio equipment have formed an association with headquarters in Chicago. The National Radio Dealers' Ass'n is the name they have adopted and about 4,000 dealers have joined by invitation. Originally the ass'n consisted of but 200 dealers. The purpose is to protect and develop the commercial interests of its members, to co-operate with all radio bodies and to establish a definite policy toward the buying public.

WASHINGTON, D. C.—In a letter sent June 9 to the electrical com'ite of the National Fire Protection Ass'n, F. W. Brown of the American Radio Ass'n, protested against the radio installation rules as proposed by the above ass'n. Sections of the proposed regulations provide that where a fire breaks out in a house wherein there is a radio outfit that has not been inspected by the underwriters, insurance cannot be collected. Mr. Brown states that this would seriously interfere with radio development and added that the ordinary radio set installed wholly inside of buildings presents little or no fire hazard.

MILWAUKEE started on June 1 to broadcast market quotations by radio. The com'ite on market reports of the Chamber of Commerce, consisting of L. L. Runkel, Hugo Stolley and L. R. Fyfe, had the matter under consideration for some time, having been asked by the directors to establish the service if in the opinion of the com'ite it was necessary. In view of the fact that radio has taken such a firm hold on the country, and that other exchanges were broadcasting every day, the com'ite decided to do so, and so made arrangements with the Gimbel Brothers station to have the markets sent out. The program includes the following: 10:00 a. m., official opening prices of futures, wheat, corn and oats, and the weather forecast; 11:00 a. m., 12:10 p. m. and 1:25 p. m. official market quotations and closing prices. The station has a range from 200 to 500 miles, power 200 watts. The wave length is 485 meters and the station call is W A A K.

HUTCHINSON, KAN.—Members of the Board of Trade have pooled together \$2,500 and are planning on installing a high-powered radio receiving and sending station. It will be of the type that will enable the users to pick up messages from station as far away as Paris. The sending equipment will have a radius of several hundred miles. The heavy rains in Kansas, resulting in the severance of wire communication of many towns, inspired the members to purchase the set.

THE DEPARTMENT OF COMMERCE issues licenses authorizing the operation of radio stations of various types upon application and inspection by the local radio inspector of the particular radio district in which the station is located. Stations conducting a receiving service only do not require licenses but the operators are governed by the same laws regarding the secrecy of messages as the operators of transmitting stations where the operators are required to take an oath to keep secret the contents of all messages.

A CAREFUL STUDY of the surrounding conditions should always be made before the type and size of the antenna is decided upon. The popular type seems to be the inverted "L" and there are by far more aerials of this kind in use than all others put together. If power lines of street cars interfere, the umbrella or fan type will be found to work much better, for while they do not form an exact right angle to the interference, they come very close to it, and it will be found that much of the interference will disappear. If a "T" aerial is used where there is no interference it will be found that a much longer wire can be used without having too great a fundamental wave length. Every antenna has a natural or fundamental wave length, and if it can be calculated and constructed for waves of one particular length, it will give very good results when receiving from a station sending that particular wave length, but will not work so well on others. For transmitting or broadcasting stations the "T" aerial is very good, as it gives much more radiating surface with only half of the natural wave length of the inverted "L" type.

THE OMAHA GRAIN EXCHANGE received by express June 1, a large bouquet of peonies from the Henry Field Seed Co., of Shenandoah, Ia., as a mark of the company's appreciation of the radio market reports and concerts sent out by the Exchange. In a letter to the radio department of the Exchange, Henry Field says: We have enjoyed so much the good service you are giving with your market news and radio concerts, that we feel like throwing a bouquet at you, not only figuratively speaking, but literally. As the bouquet we have in mind is a little too heavy to carry well for that distance, we are sending it by prepaid express instead. The bouquet in question is going forward by prepaid express tonight and should reach you about 9:00 o'clock tomorrow morning. It consists of a few peonies, which are our favorite flowers. If they reach you in good order and seem to have the desired effect, please acknowledge over the radio, so we will know you have got them. The concerts are coming in beautifully, but I do wish you would give us better class of phonograph music. You do the best radio sending of any station within our range.

### Radio Aerials for Lightning Protection.

A properly installed radio aerial affords one of the best protections against lightning, M. L. R. Tankersley, who was at one time in the grain business at Champaign, Ill., and now in the radiophone business at Chicago, Ill., states. He says the aerial acts as a large lightning rod and if properly grounded it serves the purpose of several rods.

The right method of erecting an aerial is to suspend it between masts by means of insula-

tors and run the "lead-in" wire down the side of the building and at least five inches from it, which is done by means of insulators. A wire is then connected to the "lead-in" wire and carried inside to the set. At this point a standard make of lightning arrester, which can be purchased for about \$3, is connected to the "lead-in" wire and from the other end of the arrester a No. 14 copper wire is fastened and run straight down to the ground and either fastened to a pipe driven into the earth, or the wire itself run down to a depth where the earth is moist.

The wire leading from the "lead-in" wire to the set is connected just above the arrester.

The arrester consists of a small gap which the electricity must jump and is just large enough so that radio waves cannot pass it, but any heavy charge such as lightning easily jumps this gap and passes into the ground.

A GRAIN warehousing bill has been introduced by Representative Pringey of Oklahoma. The bill would create a board of seven members (the Sec'y of the Treasury and the Comptroller of the Currency being members *ex officio*), five of whom would be appointed by the President and confirmed by the State. It would be charged with the duty of improving the farm credit system of the United States thru the establishment of government warehouses in the agricultural sections of the country. These warehouses, which would receive for storage grain and other farm products, would issue negotiable warehouse certificates up to a maximum of 75% of the value of the products stored with them, this proportion to be figured on the basis of current prices for commodities in storage. These certificates would be used as security for loans to farmers and would be eligible for rediscount through federal reserve and national banks. The bill has been referred to the house committee on Banking and currency.

### Strike Threat a Bluff.

The presidents of six Chicago railroad companies on June 7 issued the statement below. It was signed by H. E. Byram, Chicago, Milwaukee & St. Paul Railroad; Hale Holden, Burlington; W. H. Finley, Northwestern; J. E. Gorman, Rock Island; C. H. Markham, Illinois Central, and S. M. Felton, Chicago & Great Western.

Threats of a strike, made by leaders of the railroad labor unions, are appearing with such frequency that the time seems opportune for questioning the soundness of their talk. There is very good reason for doubting whether the railroad employees really are in sympathy with resistance to the decisions of the board.

The truth is that the men have been expecting a reduction in their wages and have made or are making preparations to meet the new scale. There is no talk of strike among the men. The disturbing statements read by the public are prepared by leaders of the unions, whose viewpoint has been distorted by months of effort before the board to resist the inevitable downward trend of wages.

The employees, on the other hand, are in the main sincerely interested in taking care of their jobs and their homes.

The records show the proposed scale of wages for the classes of employees involved in the two-wage reduction orders already issued practically would restore the scale in effect at the end of federal control in 1920, which carried an increase for these employees of 110 per cent over the wages paid in 1916. The cost of living, as shown by the Department of Labor in Washington for March, 1922, was 42 per cent above 1916.

The wages of rail employees after July 1, when the cut goes into effect, will have from 10 to 46 per cent more purchasing power than in 1917.

The public should be informed that whereas rate reductions amounting to more than \$250,000,000 has been ordered by the Interstate Commerce Commission, the cuts in wages amount to only \$110,000,000. The railways have not emerged from a serious financial crisis and have been ordered to make reductions in rates which they cannot stand without reducing wages and other expenses.

To leave railway wages on their present high basis would be to make railway employees a favored class at the expense of shippers and all other classes of people, including other workmen.

## Pneumatic Grain Door Remover.

Lacking sufficient physical strength to push in a grain door against the weight of the grain inside the man opening the door usually has to resort to a piecemeal removal of the door with the aid of iron bars.

The evil results are that the doors are broken into bits and much valuable time is consumed. The railroad companies value their grain doors and would prefer to have them taken out intact to be used over and over again. The delay in removing the grain door occurs just when the car is all set for unloading and slows up the capacity of the entire elevating equipment of the plant. Every other operation having to do with the movement of the grain is accomplished with mechanical and power aid, even the grain shovels in the car are drawn by ropes to the door, and merely pulled back and guided by the men.

The application of power to the removal of the grain doors has finally been solved, however, by J. A. Peterson, superintendent of the grain elevators of the Western Maryland Ry. Co., at Baltimore, Md. Its application to what is the slow point of elevator operation makes his invention much more important, by reason of its direct effect in increasing the number of cars unloaded daily.

The grain door is removed by thrusting it inward, upward at one end, while the other end

is dragged loose. This is accomplished by the piston rod of a cylinder in which the air, water or steam pressure of 50 lbs. or more per inch irresistibly moves the piston upward, its rod pushing the shoe which is in contact with one end of the door with such force that no spikes, however large, can hold the boards in place. When the door has been pushed back far enough to allow the other ends of the boards to clear the door side, the pressure of the grain guides the door right out to the operator to stack it away until the car is unloaded.

The cylinder is 5 ft. 8 ins. long and the piston rod 5 ft. The face of the shoe has projecting from it the sharp prongs of 12 $\frac{1}{2}$  inch set screws to prevent its slipping up the door. The average air pressure in an up-to-date elevator is 100 pounds, which gives approximately 6,000 lbs. pressure on the grain door. The lower end of the cylinder is pivoted on a carriage 29 by 24 inches, and can move in a vertical swing only. The 800 pounds weight of the cylinder is handled with a counterbalance to take the big part of the load, and the chain fall is used for adjusting.

The opener can be stationary or assembled on portable shoveling machine platform, the movement of which is controlled by the operator with the friction clutch. Assembled at the unloading pit it can be placed in position so that when the car is spotted for steam shovel

rigging, the door opener will be in the right position to remove the grain door.

This apparatus, which is shown in the engraving herewith, will remove a grain door, regardless of how it is nailed, in one or two minutes. The standard 20-inch grain door can be removed in sections; and any other grain doors which are built in one piece can all be removed at once.

Two of these machines have been in operation for the past month, and as one man less is required at each unloading pit the Western Maryland Elevators will save eight men per day in the train shed and reserve the strength of the remaining employees for removing the grain. This will effect quite a saving in the labor cost of unloading grain as well as speed up the unloading of the grain.

## Bill to Amend the Transportation Act.

On behalf of the National Industrial Traffic League Representative Newton of Minnesota has introduced H. R. 11774 to amend the Interstate Commerce Act to make it more workable.

Sec. 5 would provide for pooling of earnings with the consent of the Commission.

Sec. 6 will require telephone, telegraph and cable companies to file with the Commission their tariffs and schedules.

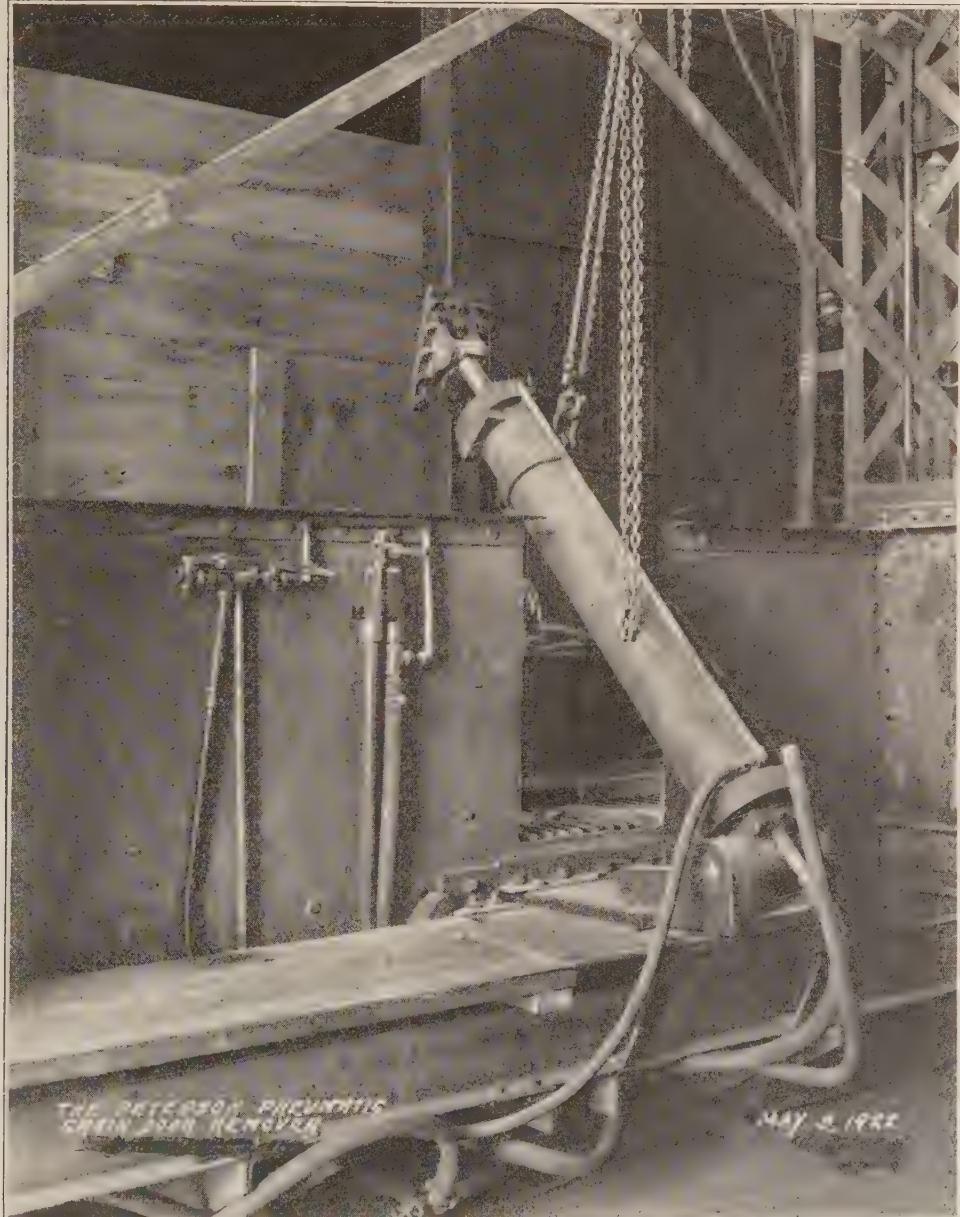
Sec. 13 covers the relationship of state and interstate rates. Paragraph 4 of the old Transportation Act, which authorizes the Commission to prescribe the lawful rate in cases where State rates have been found to result in undue or unreasonable advantages as between persons and localities in intrastate commerce on the one hand or interstate commerce on the other, or in unreasonable or unjust discrimination against interstate commerce, would be amended by striking out the language which declares undue, unreasonable or unjust discrimination against interstate or foreign commerce by State rates unlawful. The language making the ruling of the Commission mandatory upon State authorities also would be stricken from the Act, and new language substituted by the bill. This new language would provide that orders of the Commission increasing State rates could not become effective until their reasonableness and preferential character had been passed upon by the State rate-making body and the findings of the latter reviewed by the Commission. Where a State regulatory commission fails or refuses to pass upon such questions and furnish the Interstate Commerce Commission with its findings within 90 days the Interstate Commerce Commission may then proceed to issue its order in the premises. Where State rates are prescribed by statute and there is no provision in law for their review by any administrative body the Commission may upon its own motion proceed to consider such rates and remove any undue burden which their enforcement imposes upon interstate commerce.

A new paragraph would be added to Sec. 16a of the Act which would permit parties to proceedings before the Commission to sue in the federal district courts to set aside decisions or orders of the commission upon the ground of lack of evidence, that the report or order is contrary to law, or that the Commission failed to exercise jurisdiction, follow procedure provided by law or discharge its legal duties.

The bill provides the following amendment to Sec. 20 of the Interstate Commerce Act, in a new paragraph reading:

"(13) That every telegraph, telephone and cable company receiving messages for transmission subject to this Act shall be liable to the sender and recipient thereof for the full actual loss or damage sustained by reason of the negligent handling, transmission, delivery, or failure in delivery, of such messages: Provided, That every such carrier shall have the right to limit its liability on all classes of messages other than repeated messages. Such limitation of liability shall be reasonable, just, and nondiscriminatory and the commission shall have jurisdiction upon complaint or upon its own initiative without complaint to determine what limitation of liability for each class of service other than repeated messages shall be reasonable, just, and nondiscriminatory and to prescribe rules, regulations, practices and tariff provisions with respect thereto."

THRU THE INSTALLATION of a new automatic quotation sending machine, the New York Stock Exchange expects to obtain greater accuracy and speed in getting the quotations from the floor to the tickers. With the aid of the machine, quotations can be sent as fast as the tickers can be made to revolve, whereas under the old system, no operator was fast enough to rush the ticker. Only one person is needed to handle the quotations after they leave the floor reporter, while at present four are required.



Carriage, Platform, Cylinder, Chain Hoist and Shoe in Position to Thrust in Grain Door of Car.

## Feedstuffs

LAMONI, IA.—I will build a small up-to-date feed and corn mill. It will be of 10 to 20 tons capacity of 10 hours.—J. W. Barr.

FREMONT, NEB.—The corn products and forage mill being built here by H. E. Frederickson is rapidly nearing completion.

OMAHA, NEB.—The Nebraska Alfalfa Milling Co. changed its name to the Missouri Alfalfa Milling Co., increasing its capital stock to \$150,000.

ORDWAY, COLO.—The mill of the Colorado Alfalfa Milling Co. burned recently with a loss of \$100,000. It was the largest mill in the Arkansas Valley.

BRANCHPORT, N. Y.—The feed mill of William H. Kennedy burned May 23, the building and contents being an entire loss. The loss is estimated at \$90,000.

IRONTON, O.—The stone warehouse of the Markin-Blanton Feed Co. burned May 22, together with an adjoining building. The loss is estimated at \$25,000.

SIOUX CITY, IA.—We are enlarging our cereal mill here, installing new machinery.—W. J. Gordon, mechanical superintendent, International Milling Co.

GALT, MO.—I intend to install and lease the feed mill outfit I own here next October. Will probably not locate it in Galt, however.—J. O. Keith, Palestine, Tex.

BUTTE, MONT.—The Vitromen Cereal Company, incorporated with a capital stock of \$50,000 by R. E. Black, D. H. Wells, Russell Bagley and Andrew Cunningham.

FOND DU LAC, WIS.—Bouley Bros., dealers in flour and feed, have purchased a tract of 21 lots with a 277 foot frontage on the Soo Line. They are planning the construction of a large warehouse.

CENTRALIA, KAN.—J. B. Hartman is erecting a feed mill here. Machinery is being installed and Mr. Hartman expects to be operating soon. Next fall he contemplates the addition of a Midget flour mill.

KANSAS CITY, MO.—The Kerr-Williams Feed & Fuel Co. bot 20,000 square feet of land for a reported amount of \$20,000. It is intended that the tract be used for a reconsignment yard for hay and feed.

BRISTOW, OKLA.—Feed dealers here have organized a co-operative protective ass'n with the purpose of discouraging and keeping out of unfair dealers. President is J. A. Anderson and T. P. Davis is sec'y-treas.

A new insect has been discovered in samples of feed sent to R. N. Chapman, assistant professor of entomology at the University of Minnesota. Mr. Chapman states: "The feed seems to be infested with the white marked spider beetle, *ptinus fur*. This insect is one which has appeared in the Northwest recently, at least while I have been receiving samples for the past four years, it was not until last fall that I discovered these, and this spring have had 25 or 30 cases. It is rather serious for the reason that it can feed in almost anything derived from organic material, such as cereal products, drugs, etc. I am advising the fumigation or heat treatment in every case of infestation."

## Feed Movement in May.

Receipts and shipments of feedstuffs at the various markets during May, compared with May 1921, were as follows:

|                            | Receipts   |            | Shipments  |        |
|----------------------------|------------|------------|------------|--------|
|                            | 1922       | 1921       | 1922       | 1921   |
| Cincinnati, tons           | 1,320      | 960        | .....      | .....  |
| Chicago, lbs... 19,817,000 | 22,640,000 | 80,074,000 | 63,799,000 | .....  |
| Kansas City, tons bran...  | 2,120      | 1,800      | 17,240     | 11,180 |
| Milwaukee, tons            | 7,680      | 1,710      | 16,780     | 16,130 |
| New York, tons             | 420        | .....      | 2,582      | .....  |
| Peoria, tons...            | 10,320     | 7,000      | 17,376     | 11,420 |
| St. Louis, sacks           | 26,140     | .....      | 499,260    | .....  |

OGDEN, UTAH—The National Bank of Commerce was awarded judgment against the Utah Milling & Feed Yards Co. for \$27,660.90, alleged to have been due on promissory notes, secured by the company's property.

A 68-PAGE booklet, issued by the American Milling Co. of Peoria, is dedicated to better poultry and more profit. Valuable information and hints are given in it and can be used by everyone interested in the poultry game.

WASHINGTON, D. C.—Contract for the erection of a mixing plant has been awarded to the Spencer Construction Co. by the Wilkins-Rogers Co. It is to be built in conjunction with the company's modern milling plant.

TORONTO, ONT.—A change in the policy of the Federal Seed Testing Laboratories has been announced. During the months of February, March and April a charge of 50 cents will be made for their service, and from May to the following January the service will be given free. This is restoration to the free testing as given some years ago. Testing is limited to ten samples from any one individual or firm.

FORT WORTH, TEX.—The Universal Feed Mills have leased the Riverside plant of the Smith Bros. Grain Co. for five years and will manufacture a complete line of mixed feeds. Contract has been let to the Jones-Hettelsater Construction Co. for remodeling the plant and the erection of a 20x30x70 ft. addition for the manufacturing of molasses feeds. J. G. Stone, M. O. Andrews and R. F. Duggan are connected with the company.

LITTLE ROCK, ARK.—Changes in personnel, effective July 1st, have been announced by the Brown & Oglesby Cash Feed Co., which operates a chain of nine retail feed stores in this vicinity. J. B. Pearson has purchased stock in the company and will hereafter be actively associated with the company in the position of sales and office manager. The general office has been moved to their warehouse, and in the near future an elevator will be erected. Several additional stores are also being contemplated.

BUFFALO, N. Y.—Manufacturers of molasses feed are opposed to the duty which is under consideration in Congress for blackstrap molasses. The blackstrap provision is for too high a duty, according to the manufacturers. They say the provision is faulty, since the dividing line, 48%, cuts into the blackstrap classification, instead of separating all blackstrap from the next commercial grade, edible molasses and syrups. A high-test blackstrap would lead to a dilution with water, increasing the danger of fermentation and making the feed manufacturers pay freight on water.

LAFAYETTE, IND.—Indiana farmers in 1921 purchased 283,256 tons of commercial feeds at an estimated cost of \$11,716,745. Under the abnormal conditions of 1919 Indiana used 506,958 tons of feeds, of an estimated retail value of \$33,013,463. Indiana ships its excess of farm grown feeds to the east and in turn buys oil meal and protein concentrates. Purdue University Exp. Sta. in Bull. No. 260 reports that 343 shipments were not tagged as required by law; 29 were misbranded; 1 was adulterated, and 17 were deficient in crude protein. The failure to tag was in most cases due to carelessness.

No DECISION was reached at a recent trial in East St. Louis between the United States Government and the Sutherland Flour Mills Co., Cairo, Ill., regarding a shipment of shorts made Dec. 11, 1920, to Householders & Co., Tampa, Fla. The government claims that the shipment was not gray shorts as invoiced, and that it contained brown bran, not meeting the requirements of gray shorts. Two government experts were present and the defendant had Attorney Glen Wisdom, and Mr. Warman, chief superintendent of the Ismert-Hincke Milling Co., Kansas City. The case was taken under advisement at the conclusion of the trial.

OGDEN, UTAH—The Globe Grain & Milling Co. is planning the construction of a huge feeding yard, where 100,000 sheep and several thousand head of cattle can be handled, as a new unit to its Ogden plant. Building is expected to commence about July 1.

VANCOUVER, WASH.—It has been reported that seven grain and stock feed dealers in Clarke county were arrested and charged with violation of the state law regarding registration of brands in which they deal. The case was continued indefinitely for sentence upon recommendation of Deputy Prosecutor Attorney McMullen.

DEXTER, N. M.—The Denver Alfalfa Milling Co., with mills in all sections of Colorado, has leased the Dexter Milling plant from the Pecos Valley Milling Co., here, and will operate it during the coming season. Harry Lowe of Lamar, Colo., will be the manager, and is now preparing the plant for the opening as soon as hay cutting begins.

KEOKUK, IA.—G. A. Chapman of Chicago, Ill., has been elected pres. of the Purity Oats Branch of the American Hominy Co. to succeed Herve Bates, who with vice-pres. Ernest Knefler and C. M. Rich, has resigned. This change places the rolled oats branch and the cornmeal and hominy branch under one management. All sales arrangements will be continued as in the past, and a number of new products will be added to the line.

OTTAWA, ONT.—The Department of Agriculture has issued a statement announcing amendments of the standards for bran, shorts and middlings, which became effective April 10th last. They are as follows: Shorts, specifications regarding No. 20 mesh wire or its equivalent struck out. Middlings, specifications regarding No. 44 mesh wire or its equivalent struck out. Feed flour or low grade flour, specifications regarding No. 8 standard bolting cloth or its equivalent struck out. Bran, there have been no amendments or changes in standards so far as the protein, fat or fibre contents are concerned.

CONTROL of the grain trade in Germany by the government is to be continued, according to reports appearing in the press. In a debate, the food minister declared that he favored state trading on principle, because the nation's food supply was in any case to be safeguarded. The safety limit of previous years, he said, should be maintained on supplies, so that bread prices can be kept at prices which the people will not find burdensome.

THE AUSTRALIAN government has acquired 100,000 tons of wheat, but the country will have to import a further considerable quantity of cereals from abroad, which, in view of the continual rise in the exchange for foreign bills, is a serious matter. The price of a loaf of bread is already 740 Austrian crowns, whilst before the withdrawal of Government subsidies the price was only 74 crowns. The intolerably high level of all commodities is causing general condemnation of the Government's food policy.—Corn Trade News.

## Exports of Feedstuffs.

Exports of feedstuffs during April, compared with April, 1921, and for the 10 months ending with April, were reported by the Bureau of Foreign and Domestic Commerce as follows:

|                            | April<br>1922 | April<br>1921 | 10 mos. ending April<br>1922 | 10 mos. ending April<br>1921 |
|----------------------------|---------------|---------------|------------------------------|------------------------------|
| Bran and middlings, tons.  | 324           | 817           | 12,074                       | 3,719                        |
| Cocoanut cake, lbs. ....   | 2,058,205     | 20,000        | 14,278,712                   | 473,542                      |
| Corn cake, lbs. ....       | .....         | .....         | 3,595,681                    | 209,113                      |
| Cottonseed meal, lbs. .... | 4,097,779     | 20,474,879    | 114,595,712                  | 74,668,814                   |
| Linseed meal, lbs. ....    | 608,348       | 2,030,526     | 13,761,692                   | 14,713,107                   |
| Linseed cake, lbs. ....    | 21,904,574    | 33,184,261    | 432,869,189                  | 321,688,891                  |
| Millfeed, tons             | 3,660         | 1,153         | 18,569                       | 8,894                        |

**Adulteration and Misbranding.**

Under the Food and Drugs Act the following judgments have been rendered in the United States district courts for the Bureau of Chemistry:

For shipping cottonseed cake in packages without plainly marking quantity of contents, the Kaufman Cotton Oil Co., Kaufman, Texas, entered a plea of guilty and a fine of \$50 was imposed.

The Americus Oil Co., of Americus, Ga., labeled cottonseed meal protein 36% minimum and crude fiber 14% maximum, while the Bureau of Chemistry found 32.90% protein and 17% crude fiber. On a plea of *nolo contendere* a fine of \$100 was imposed.

A shipment of 287 sacks of peanut meal, labeled "100 lbs. Peanut Feed \*\*\* made from pressed peanut cake" was found to contain a mixture of pressed peanut cake and peanut hulls. Upon payment of bond of \$800, the Camilla Cotton Oil & Fertilizer Co., Macon, Ga., received the shipment.

The Peerless Milling & Feed Co., Cairo, Ill., shipped into Alabama a quantity of wheat shorts, labeled "Wheat shorts with ground screenings," and when the Bureau of Chemistry found it to contain ground bran and flour, the company pleaded guilty and a fine of \$10 and costs was imposed.

The Schalker Packing Co., Leavenworth, Kan., shipped a quantity of tankage, labeled "Fat Hog Tankage, Protein 60.65%, Fat 26.22% and Fibre 1.50%", when the Bureau of Chemistry found approximately 41.90% protein, 15.19% of fat and 3.98% crude fiber, as well as hair, bone, oats and grass. On a plea of guilty a fine of \$10 and costs was imposed.

For having shipped 60 sacks of cottonseed meal or cake, labeled 100 lbs. gross or 99 lbs. net, when the Bureau of Chemistry found but 96.33 lbs. net average weight, and for having shipped 68 sacks of pressed cottonseed flake, labeled 100 lbs. gross, or 99 lbs. net, when the Bureau of Chemistry found but 95.02 lbs. net average, the Osage Cotton Oil Co. of McAlester, Okla., was fined \$400, when a plea of guilty was entered.

For having shipped 600 sacks of brown shorts, labeled made from wheat shorts, red dog flour, wheat bran and screenings, when it was found that it contained reground bran, the Gateway Milling Co., of Kansas City, Mo., having admitted the allegations, judgment was entered that the product be released to them upon bond of \$1,000 and that the product be sold as reground bran.

The General Commission Co. of Kansas City, Mo., shipped 1,380 sacks labeled "100 lbs. Fancy Gray Cereal Shorts and Screenings not exceeding 8%." Adulteration is claimed thru the fact that a mixture of bran, ground corn products and flour had been mixed in the sacks. The products were released to claimant with instructions that it not be sold until it should be relabeled "Mixed Feed, Ingredients: Bran, Corn Meal, Low Grade Flour and Screenings."

The Planters Oil Co., Albany, Ga., and the Taylor Commission Co., Atlanta, Ga., shipped a quantity of cottonseed feed, labeled in part, "Crude fiber 22% maximum and made from high grade cottonseed meal and bolted hull bran." Analyses of samples by the Bureau of Chemistry found that there was 26.4, 26.7 and 26.1% of crude fiber and 56, 50 and 62% of ground cottonseed hulls. Defendants pleaded guilty and a fine of \$300 was imposed.

ROBERT A. SCHUG of Coleridge, Nebr., secured a verdict of \$2,000 against the American Railway Express Co. recently in the Municipal Court of Chicago. The case covered a loss of one thoroughbred hog which died ten days after delivery at destination from injuries apparently sustained in transit. Alexander W. Jamieson, associated with Owen L. Coon, claim attorney, handled the case for the plaintiff.

RECENT report given out by the U. S. G. G., Inc. states that an increase of 624 growers was added to their list. Out of all the prospects available, and considering the large staff of "go-getters" they employ, this is a very small total for one week's solid work. Also, the report failed to state how many dropped out during the same period, it probably being a fact that if those that resigned during the same period were deducted, there would be a deficit.

# Feed Manufacturers Meeting

**Feed Manufacturers Meet at Chicago.**

The 14th annual convention of the American Feed Manufacturers' Ass'n was called to order in the Hotel La Salle, Chicago, Ill., on the morning of June 8, with about 130 present, by Acting Pres. H. G. Atwood of Peoria, Ill. In his address he said:

**President's Address.**

It appears to me obvious that a trade ass'n, also functioning in many and varied ways for the benefit of its members, operates through all these functions in two general directions. The first is the work of the ass'n as an educational institution, teaching and enabling the industry, which it represents, to progress along the line of better business practices, better methods of operation and distribution, advancement of standards of quality and grade, elimination of unnecessary waste, lowering of manufacturing costs, etc., thus enabling the industry, and I speak with particular reference to our own business, to grow and thrive, to meet the competition we have to meet, to reduce the issues between producer and consumer, to reduce our costs and advance our quality, and thru research and test work to establish among our customers and potential customers, the value of the mixed feed industry not only to us, who are manufacturers, but to the agricultural world at large, who are all our potential customers.

The other general direction of our Ass'n work is to act as a clearing house and a central agency thru which our problems may be presented to Congress, to the various state legislatures, to the different departments of Government with which we deal, and to the railroads and the Interstate Commerce Commission in transportation and rate matters.

**Our field of usefulness is almost unlimited.** In 1920, the valuation of farm property in the United States was seventy-eight billion of dollars, an increase of ninety per cent since 1910. The total value of all livestock including poultry, was slightly over eight billion dollars, an increase of 62.7% since 1910. There were on January 1, 1920, 66,652,559 cattle on farms in the United States, of which 35,288,100 were beef cattle, and 31,354,459 were dairy cattle, kept for milk production. There were also on January 1, 1920, 372,825,264 head of poultry; 19,767,161 head of horses; 5,432,391 head of mules, and 59,346,409 swine. There was produced in the United States in the same year an amount of mixed live stock feed sufficient to provide about three days' feeding for each head of live stock, which shows clearly that the production of mixed feed as compared to the possible consumption is relatively small.

Our business is yet in its infancy, and the surface of our available field of distribution has been barely scratched. Thru the medium of this Ass'n, the way is open for work of the character mentioned above, to sell to the farmer, the dairyman, poultry raiser and live stock producer, the idea and importance of scientific, properly balanced feed, based on careful calculations that will give better results in the feeding of dairy cows, poultry and other live stock, than by feeding the natural grains. Also by cooperation in methods of production, reduction of manufacturing and distribution costs, this balanced ration can be offered to the consumer at a price which will be attractive, which coupled with research and educational work will vastly increase the demand for and consumption of our products.

Arrangements should be made to have feeding tests conducted by the experiment stations of the agricultural colleges, comparing the value of a scientifically balanced ration with tests made by feeding the natural grains.

One university agricultural experiment station writes as follows:

"I am still in hopes that the American Feed Manufacturers will see that it would be to their interest to establish research laboratories for the purpose of investigating various problems in connection with animal nutrition. I believe at this time when there is a question of continuing some of the fundamental work which was started by Dr. Arnsby in connection with the Animal Nutrition Institute that it would be a good opportunity and the best monument which the American Feed Manufacturers could erect to come forward and make some provision for continuing that piece of research work together with research of many of the other fundamental problems. It would require but a very small tonnage tax to handsomely support a piece of work of this nature. I am sure that there is no research institution in the country which is doing better work from a scientific standpoint than the work done by the National Canners' Association research laboratories. The kind of insti-

tution which I would advocate for the American Feed Manufacturers' Association, I believe should be modeled in general after that carried on by the National Canners' Association."

Along this line Professor Savage, of Cornell University, says:

"There is great need for fundamental research work, which will tell us how proteins will properly supplement each other for growth and production. Much research needs to be done to determine the actual 'quality' of the different proteins in the natural grains and the by-products from them.

It is not yet settled whether mineral matter is really necessary in mixtures for dairy cows. It seems to me that the American Feed Manufacturers' Association could do much in the way of making this fundamental research work possible."

Professor Pearson, of the University of Illinois, before the Chicago Milk Commission, states:

"We can no longer afford to feed our high priced grains to dairy cows. We must feed them by-products. It is not right to feed grains which are good human food to animals that can do just as well on feed not fit for human consumption."

The U. S. Department of Agriculture, which has been doing some test work at Beltsville, Md., reports:

"As a result of eight years' feeding tests, a mash feed has been compounded which gives high egg production. Several pens of thirty hens each have averaged from 140 to 155 eggs apiece while this mash was fed. This mash which was tested for three years, was composed of 4% bran, 4% middlings, 26% meat scraps, 60% corn meal."

A uniform dairy ration with stated protein, fat and carbohydrate contents, with a known total digestibility of the ration, also ingredients, should be tested for increased milk production. Tests of this kind could be accomplished and research work done by the establishment of an association and institute similar to that of the National Canners' Ass'n.

**When we find from research work feeding materials that are an economy or a system in milling or mixing which reduces the cost of manufacture, the industry should have the benefit of same, as the field is so large the competition is not between ourselves, but is competing with the natural grains, and any method of lowering the cost of production or distribution, would be a great benefit to the industry. A national policy for agricultural research is being developed by the United States Government through the Department of Agriculture, by the several states through the State Departments to which this work is allotted and also through the State Universities and Colleges by means of the Agricultural Experiment Stations. This Ass'n should cooperate and assist in this work. The raising of live stock and poultry should be encouraged, and the consumption of milk and other dairy products increased.**

We have a duty to perform to the farmer, the producer, and to the Nation, the duty of producing a commodity that is better and cheaper than the materials now being used; of selling to the user the knowledge and idea of the value of this commodity, and the results of its use; of keeping faith with him in maintaining and increasing the high standard of quality necessary to produce these results, enabling us as manufacturers to make good with our customers; and to aid in stimulating the growth of farm development, an increase in live stock production, and a like increase in the consumption of farm products by the people of this and other nations.

Gentlemen, this is a large program, but the development and prosperity of our industry is bound up in it, and in the measure in which it is faithfully carried out, will be returned to us as an industry, a like measure of success. Such work is beyond the power of any individual, close cooperation, careful consideration and concerted action by our members through this Ass'n will alone bring results.

Sec'y L. F. Brown, Chicago, submitted his annual report, from which the following is taken:

**Secretary's Report.**

The Executive Com'te at its organization meeting in St. Louis last June decided to abandon the plan of holding regular monthly meetings and hold such meetings only when matters of sufficient importance had accumulated to warrant a meeting. In harmony with this plan, 6 meetings have been held and have been well attended by the members of the Committee. This plan seems preferable to regular monthly meetings as the Committee is assured that when a meeting is called, there will

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be matters of importance presented for consideration.

The members of the Executive Committee receive no compensation for their services as such, nor have they been reimbursed for the expenses incurred in attending the meetings. Although a resolution authorizing the payment of expenses was adopted at our last meeting, no members of the Committee have taken advantage of this resolution by submitting accounts for payment.

**Legislation.**—During 1922, but twelve States have held regular legislative sessions. Legislation presented in which the feed industry was directly interested is as follows:

**Massachusetts.**—A bill introduced in the Massachusetts legislature provided for a tonnage tax of not more than 5 cents per ton. A conference called by the Boston Chamber of Commerce and held in Boston, January 31, 1922, was attended by your Sec'y, and at this conference a very decided sentiment against the tonnage tax was found to exist and a Com'ite was appointed to oppose a tonnage tax provision being enacted into law in that State. The Com'ite apparently convinced those responsible for the introduction of the measure of the desirability or perhaps of necessity of eliminating the tonnage tax basis and they have substituted in its place a brand tax of not more than \$20.00 per brand; and while I have no positive information as to the final outcome, the last reports indicated that the bill would be enacted into law.

**New York.** Minor changes were made in the New York law by including milk by-products in the definition of the term "Concentrated Commercial Feeding Stuffs." Another amendment provided that in the case of mineral or inorganic compounds, mixed or unmixed, such as calcium phosphate, calcium carbonate or any other materials of similar inorganic character, the minimum percentage of each ingredient which is present in amounts greater than five percent of the whole, was to be declared on the label. Another amendment provides that metal fasteners with sharp points shall not be used to attach a tag to the container of any feeding stuffs, irrespective of whether it be a commodity defined by the statute as a concentrated commercial feeding stuffs, or a feeding stuffs exempt from the provision of the statute relative to license and branding. This bill became law and takes effect October 1, 1922.

**South Carolina** made a minor change in its law by exempting corn and cob meal manufactured in the State of South Carolina from the provision relative to paying tonnage tax fee.

**Virginia.** Two bills were introduced in the Virginia Legislature, one providing that in addition to the name and address of the manufacturer appearing on the label, the name and address of the jobber or importer should also appear. The other amendment prevented the use of wire or other metal fastener in attaching tags to bags. Both of these bills failed of passage.

The Legislatures of Georgia and Louisiana are now in session. I am not informed that any changes in the feed inspection laws of these States are contemplated at these sessions of the Legislatures.

The so-called **Vestal Bill**, which is an act to establish a standard of weights and measures for wheat mill and corn mill products and all commercial feeding stuffs, is still pending at Washington. Considerable opposition has developed to the passage of this bill and present indications are that it may not be enacted into law.

**Senator Edge** of New Jersey introduced a bill in the Senate at Washington authorizing the Federal Trade Commission to exercise control over all Trade Ass'n's and requiring all such ass'n's to make certain reports to the Commission relative to their activities.

Later Senator Edge introduced a resolution in the Senate providing for an investigation of Trade Ass'n's and from the information so secured base regulatory legislation.

The object of both the bill and the resolution as I understand it is to regulate and possibly prohibit the functioning of so-called open price ass'n's. The author of both the bill and the resolution is said to have recently announced that it was not his intention to press his bill for passage but did feel disposed to urge the adoption of his resolution.

The **Executive Com'ite**, at a meeting held January 5, 1922, elected H. A. Abbott as a member of the Com'ite to fill the vacancy caused by the resignation of R. M. Peter.

Following the termination of the services of Professor Minkler, we were able to secure a release of the quarters occupied by him while associated with us. We also dismissed one stenographer in an effort to be in harmony with general business conditions and keep the running expenses of the Ass'n at the lowest possible point without sacrificing the efficiency of the work.

**List of Brand Names.**—We are continually revising and endeavoring to keep up to date our card index of brand names. The list at the present time contains approximately 6500 names and is frequently consulted by feed manufac-

turers, almost as frequently by those who are not members of the Ass'n as by our members.

The campaign for increasing our membership resulted in the addition of 20 new members. At first blush this might be considered as indicative of indifferent results. The sixty-five members who agreed to be a part of a Booster Club for this undertaking have been very energetic and conscientious in this work and should be most warmly commended for their untiring efforts. Many of the Boosters wrote three and even four letters to each prospect and as the names of twenty prospects were submitted a week during a portion of the campaign, it may be easily understood that they were called upon and did perform a vast amount of work in addition to their regular office duties. Had ordinary business conditions been prevailing during the campaign period, the sincerity of purpose displayed would have been more immediately apparent. I am confident that the final results will amply justify the undertaking as the campaign has unquestionably created a very favorable impression in the minds of many manufacturers, which will within a short period, result in their making application for membership and in the following months we should reap a much fuller result of the work.

Of the 20 new members already received, one has been unable to decide to whom the credit of securing his application should be given, the other 19 were secured by the following: G. A. Chapman, 7; H. A. Abbott, 2; J. O. Loch, 2; Chas. D. Jones, 1; F. M. Wilson, 1; L. M. Fraleigh, 1; J. B. Edgar, 1; E. A. Webb, 1; B. T. Manard, 1; W. E. Hawke, 1; W. R. Anderson, 1.

**Membership.**—At our last annual meeting I reported a membership of 156; 144 active members and 12 associate members. During the year 29 members have joined the Ass'n, but 34 have withdrawn. The membership at the close of this fiscal year being 141 active members and 10 associate members, total 151 members, a net decrease of 5.

## Traffic Manager's Report.

R. M. Field, traffic mgr. of the Ass'n, gave a resume of the past year's work, and said:

**Rates on Blackstrap.**—For the past six or eight months we have been working with the eastern railroads looking to a reduction in the rates on blackstrap from the Atlantic seaboard ports to Buffalo, Pittsburgh and intermediate territory, these rates being considerably out of line as compared with the rates from the southern ports for like distances. A hearing was held before the eastern traffic comite in September, 1921, and our petition was refused. The matter was brought to another hearing in March, 1922, but in the meantime it appeared that a couple of cases had been filed, one with the interstate Commerce Commission and one with the Pennsylvania State Commission, attacking the measure of these rates, and as is customary, the railroads declined to voluntarily act as long as these cases were pending before the Commissions. The case before the Interstate Commerce Commission, brought by the Dey Manufacturing Co., of Cleveland, O., has been reported out by the Examiner who recommends that no reduction be made in the rates. We are still working on this matter with the hope of obtaining some ultimate adjustment.

**Rate on Barreled Blackstrap.**—During the past year, one certain distributor of blackstrap, evidently failing in efforts to sell to the feed trade, conceived the idea that he could sell this blackstrap in barrels direct to the farmer and teach him to mix his own feed on the farm, which is, of course, a direct blow at our industry. Proposals were filed by him with the various railroad comites asking for the same rates on blackstrap in barrels as in tank cars. The proposal, which interested us most, was that relating to the rates from Gulf ports to various northern territory and this proposal we succeeded in defeating. Some minor adjustments were made in the rates on blackstrap in barrels between points in western territory and between points in Central Freight Ass'n Territory, but these did not amount to much and will not hurt us—the main danger lay in the proposal to establish the same rates from the Gulf ports on blackstrap in barrels which was defeated.

**Increase in Non-Transit Ingredients.**—In last report, I advised that a revision of arrangements had been made covering the description of mixed feed and the transit rules in eastern territory, providing for an increase in the amount of non-transit ingredients allowed in the mixture from 20% to 40%, and a revision and simplification of the description of mixed feed. This has been taken up by the western roads and their arrangements have been published as uniform with the arrangements of eastern roads, the description being simplified and the amount of non-transit ingredients raised to 40%. We have also, since this was accomplished, arranged with both the eastern and the western roads to cut out the restriction in the description of mixed feed, limiting same to sack of fifty pounds in weight or over. The description, as now carried, removes this limit and also permits poultry feed to be shipped with a mixed carload when packed in cartons, in boxes as well as in sacks.

During the year, proposal was made by the

eastern lines to increase the milling-in-transit arbitrary in Central Freight Association Territory from one-half cent to one cent per hundred pounds. A public hearing was held and as a result of the objections registered, no action has been taken, nor is there likely to be any advance.

The Central Freight Ass'n lines also proposed cancellation of the present fifth class exceptions applying to animal and poultry feed, L. C. L. throughout Central Freight Association Territory. This matter was also taken up and the rating maintained as at present.

The Department of Agriculture had an interesting exhibit in the form of pictures, demonstrating various causes of dust explosions and showing the extensive damage caused by them. In connection with the exhibit, H. Brown of the dust explosion division of the Dept. of Agriculture gave an address in which he emphasized the necessity of having a clean plant at all times. He explained that flour millers were first, feed millers second and grain dealers last in adopting safeguarding measures. Foreign substances in iron rollers cause the greater percent of dust explosions and if this were remedied, explosions would rarely occur in a clean plant. He suggested in closing, that the feed dealers clean their grain before grinding, in a similar manner as the flour millers do, and stated that the cost of doing so would be more than offset by the safety obtained both to life and property.

## What Feed Control Officials Expect of the Manufacturer.

Dr. E. G. Proulx, state chemist, Agricultural Experiment Station, Lafayette, Ind., delivered an address on "What Feed Control Officials Expect of a Manufacturer in Complying with Feed Inspection Laws," from which we take the following:

**Control Officials** expect a great deal from manufacturers, especially those manufacturers who are members of the American Feed Manufacturers Ass'n.

Control officials expect feed manufacturers to secure registration before the feed is shipped into the state. Secure your registrations first, obtain your labels or stamps if necessary, then ship your feed. Considerable feed inspection work is done over the desk of the control official. Registrations may be incorrectly made out. Ingredients may be stated in a misleading manner. These registrations must be corrected before they can be accepted. The feed should not be shipped until the registration is accepted, otherwise the dealer will be compelled to store the feed until the registration can be secured. This does not help towards repeat orders. Mr. Brown has well said that securing registration is not a job to be left to the office boy. I prefer to have the sales manager and the mill superintendent, if necessary, make out these applications. After the registration is accepted, live up to it. It should not be necessary to change registrations several times during the year if care is used when first registering.

**Use Official Definitions.**—Control officials expect feed manufacturers to follow the official definitions of feeding stuffs when listing ingredients for registration. Feed manufacturers were represented when these definitions were adopted and the definitions are accepted in nearly all states. Unfortunately, a few states have, in addition to these definitions, adopted separate standards on certain types of feeds and it is necessary that feed manufacturers familiarize themselves with these different standards. Control officials should try to agree on the same standards and should incorporate these standards into the feed definition. I hope that the control officials can work towards that goal these next few years as it is a move towards uniformity and this can be accomplished without recourse to legislation.

**Cocoa Shells in Tankage.**—It is decidedly worthwhile for mixed feed manufacturers to buy their unmixed ingredients from reliable people. Since a feed manufacturer has to certify as to the ingredients he used, it is necessary that he know the ingredients he buys. I will illustrate this by two actual happenings in Indiana. A mixed feed manufacturer of Northern Indiana rightly prides himself on his prepared hog feed. Usually our inspections show this feed to be strictly as certified. One day we found ground cocoa shells in the feed which was not declared by the manufacturer. Fortunately this manufacturer had not mixed all of his materials so that our inspector could trace the cocoa shells to the tankage. Investigating the manufacturer who compounded the tankage, the inspectors found that cocoa shells in considerable quantities had been deliberately added to the tankage simply to improve the color of the product.

We found large amounts of ground oat hulls

in a molasses feed manufactured by a Southern Indiana feed man. The oat hulls were not declared. Investigation showed that this mixed feed manufacturer had supposedly bought a mixture of alfalfa and molasses from another large mixed feed manufacturer. The material he received, however, was ground oat hulls, alfalfa meal and molasses, and he proceeded to use this in his prepared mixed feed without investigating. It is not difficult to recognize cocoa shells in tankage and tell oat hulls from alfalfa meal. Two innocent feed manufacturers shouldered considerable blame for the fraud committed by the two others who knew better. It pays to know what you are buying.

The Control officials occasionally find ground glass in tankage, but I do not know of any official finding ground glass in mixed feed. A little glass in tankage and a little tankage in mixed feed means, of course, very little glass in the mixed feed, but, gentlemen, accidents may happen. It would not sound pleasant if ground glass were reported in a prized hog feed.

**Analyses Fail.**—I will concede along with Dr. Miner that analyses, both micro and chemical, often fail to tell all the things that are in the mixed feed. Ingredients, as it were, largely lose their identity, particularly in some molasses feeds. Control officials expect feed manufacturers to tell just what is in the feed. Gentlemen, it hurts when we finally find that the ingredients in any feed have been wrongfully declared for years. This is especially true if we have reason to believe it was intentional on the part of the manufacturer. It hurts us and it hurts the manufacturer. If you gentlemen have any registrations which have been accepted and passed as O. K. and you know the ingredients are wrongfully declared, it is a good investment to voluntarily take the matter up with the Control official.

When you are notified that a shipment of your feed has been inspected and is being offered for sale in violation of the law, Control officials expect you to take prompt steps to correct the violation and to comply with the law. Do not allow the matter to drag on for weeks. To do so is bad for business and hard on your agent. Should the Control official neglect to give you the necessary facts concerning the violation, get after him. Get the facts and then adjust the violation.

**Oral Misrepresentation by Salesmen.**—Control officials expect feed salesmen to sell their feed without verbal misrepresentation. There appears to be no end to oral misrepresentation judging from the numerous complaints Control officials receive, the most common misrepresentation being to enlarge upon the desirable ingredients in a feed and to gloss over the so-called inferior ingredients.

A farmer came to my office about a year ago with two feed tags in his hand and asked me which tag called for the better feed. One of the tags was a private tag of the feed manufacturer. The other tag was our official Indiana tag with which most of you gentlemen are familiar. Both tags guaranteed the same identical feed and I so advised the farmer. According to the analyses and ingredients listed on the two tags, this feed was a mixture of cottonseed hulls, oat hulls, flax plant by-product, alfalfa meal and molasses with a fiber percentage more than equal to the combined fat and protein percentage, a very unprofitable feed to use. The farmer had purchased about twenty tons and could not persuade any of his farm animals to help dispose of it.

To make a long story short, the feed salesman had told this farmer that the feed contained 62½% of molasses which was plainly guaranteed on the private label, namely, carbohydrates 62.5%. I am certainly thankful that our Indiana tags do not provide for listing carbohydrates. Carbohydrates is a term which more than anything else stands in the way of a uniform label.

Going back to Mr. Farmer with twenty tons of molasses feed which he could not use, it did not take me long to convince him that 62.5% carbohydrates did not mean 62.5% of molasses. One salesman sold this farmer twenty tons of a poor feed which the farmer could not utilize. The same salesman could not expect a repeat order, and judging from what the farmer was saying when he left the office, it would be well for all mixed feed salesmen to pass him by in the future. Misrepresentation is certainly bad for business.

We can not expect the corn belt farmer to purchase much ready mixed feed under the present economic conditions, particularly when the price of corn is so low. Nevertheless, the corn belt farmer has bought some choice ready mixed feed this past spring. They are slowly coming into the market for choice feed. I am satisfied that they will buy more feed if they can get the kind they want. Many feed mixtures that were good sellers four years ago are not being sold today. We have all learned something these last few years and the corn belt farmer has likewise learned several lessons. They are more discriminating buyers than formerly. They have to be in order to make both ends meet. They now demand a feed which is not composed of materials similar in feeding value to those discarded on their own farm. They will buy a feed if it can be fed at a profit and as a control official I expect the mixed feed manufacturers to supply them with good feed mixtures which will be profitable both to the manufacturer and to the corn belt farmer.

Pres. Atwood appointed the following com'ites: Auditing Com'ite, J. B. DeHaven, G. E. Hillier and Harry Casaday. Resolutions Com'ite, H. A. Abbott, chairman, A. F. Seay and W. E. Suits. Nominating Com'ite, F. M. Wilson, chairman, A. H. Schmidt, W. R. Smith-Vaniz, F. C. Greutker and R. F. Deibel.

The auditing com'ite reported: We have examined the reports of the sec'y and treas, and find them to be correct.

Balance June 1, 1921, was.....\$ 6,076.49

Total receipts during the year, including proceeds from bank note for \$1,000.00 were..... 24,156.95

Total ..... \$30,233.44

Total disbursements during the fiscal year ending May 31, 1922, and for which the treas. has exhibited vouchers, were ..... \$29,947.32

Balance June 1, 1922 was ..... \$ 286.12

Officers elected for the ensuing year are: A. F. Seay, president, St. Louis, Mo.; O. E. M. Keller, 1st V. P., Chicago, Ill.; George Forsee, 2nd V. P., Kansas City, Mo.; R. F. Deibel, 3rd V. P., St. Louis, Mo.; L. F. Brown, sec'y, Chicago, and W. R. Anderson, treas., Milwaukee, Wis.

The resolutions com'ite reported four resolutions which were adopted, thanking all those who had contributed to the success of the meeting.

## Notes of Texas Grain Dealers Convention.

[Concluded from page 767.]

TEXAS SHIPPERS present included: Roy Ayres, Margaret; O. T. Anson, Olney; O. H. Black, Leonard; L. G. Belew, Pilot Point; A. E. Childress, Temple; Tom Connally, Clarendon; W. B. Chambers, Sanger; W. C. Cowan, Tulia; E. R. Craft, Lockney; W. P. Dial, Memphis; W. H. Edwards, Floydada; S. Floyd, Lockney.

C. F. Gribble, Sherman; S. E. Guthrie, Burnet; J. S. Griswell, Graham; C. A. Gibson, Sherman; R. L. George, Seymour; W. S. Heard, Goree; J. R. Allee, Crowell; J. P. Hughston, Plano; Sam Hill, McKinney; E. K. Hufstedler, Tolar; Sidney Hunt, Olney; F. W. Jackson, Plano; B. D. Jackson, Port Lavaca; R. L. Kendall, Gainesville; C. L. Ludwig, Groom; E. J. Lockhead, Terrell; Claud Mayer, Waco; G. W. Moody, Ovalo; E. E. McNeely, Troy; L. C. McMurtry, Pampa; W. L. Porter, Hale Center; W. W. Rogers, Leonard; J. L. Strother, Coleman; W. E. Simmons, White Deer; Sol Stern, Austin.

## Revised Capper-Tincher Bill.

[Concluded from 3d column.]

All the complicated regulation by the sec'y of agriculture is retained as well as the forced admission of commission rebaters.

A new paragraf (f) is added to Section 5 giving the sec'y of agriculture authority to change the rules of the Board of Trade, as follows:

(f) When the governing board thereof provides for making such changes from time to time in the terms and conditions of the forms of contracts of sale to be executed on or subject to the rules of such board as may be necessary to remove or overcome any material prejudice or disadvantage to sellers or buyers thereof, found by the Secretary of Agriculture, after investigation and public hearing and communicated by him to such board, which substantially affects the price or prices of such contracts so as to render them hazardous or unreliable as hedges or price bases for transactions in interstate commerce in cash grain or the products or by-products thereof.

A BIG STRIKE was lost in England when on June 2 by a vote of 99,000 to 46,000, representatives of forty-seven engineering unions whose 600,000 workers have been locked out since May 1, decided to accept the employer's terms.

## Revised Capper-Tincher Bill.

Senator Capper of Kansas on May 31 introduced the following bill, which was read twice and referred to the Com'ite on Agriculture and Forestry, of the Senate:

A bill for the prevention and removal of obstructions and burdens upon interstate commerce in grain by regulating transactions on grain future exchanges, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that this Act shall be known by the short title of "The Grain Futures Act."

Sec. 2. (a) That for the purposes of this Act, "contract of sale" shall be held to include sales, agreements of sale, and agreements to sell. That the word "person" shall be construed to import the plural or singular and shall include individuals, associations, partnerships, corporations and trusts. That the word "grain" shall be construed to mean wheat, corn, oats, barley, rye, flax and sorghum. The term "future delivery," as used herein, shall not include any sale of cash grain for deferred shipment or delivery. The words "board of trade" shall be held to include and mean any exchange or ass'n, whether incorporated or unincorporated, of persons who shall be engaged in the business of buying or selling grain or receiving the same for sale on consignment. The act, omission or failure of any official, agent or other person acting for any individual, ass'n, partnership, corporation or trust within the scope of his employment or office shall be deemed the act, omission or failure of such individual, ass'n, partnership, corporation or trust, as well as of such official, agent or other person. The words "interstate commerce" shall be construed to mean commerce between any State, Territory or possession, or the District of Columbia, and any place outside thereof; or between points within the same State, Territory or possession, or the District of Columbia, but through any place outside thereof; or within any Territory, or possession, or the District of Columbia.

(b) For the purposes of this Act, (but not in any wise limiting the foregoing definition of interstate commerce) a transaction in respect to any article shall be considered to be in interstate commerce if such article is part of that current of commerce usual in the grain trade whereby grain and grain products and by-products thereof are sent from one State with the expectation that they will end their transit, after purchase, in another, including, in addition to cases within the above general description, all cases where purchase or sale is either for shipment to another State, or for manufacture within the State and the shipment outside the State of the products resulting from such manufacture. Articles normally in such current of commerce shall not be considered out of such commerce thru resort being had to any means or device intended to remove transactions in respect thereto from the provisions of this Act. For the purpose of this paragraph the word "State" includes Territory, the District of Columbia, possession of the United States, and foreign nation.

Sec. 3. That transactions in grain involving the sale thereof for future delivery as commonly conducted on boards of trade and known as options or futures are affected with a national public interest; that such transactions are carried on in large volume by the public generally and by persons engaged in the business of buying and selling grain and the products and by-products thereof in interstate commerce; that the prices of such transactions are generally quoted and disseminated throughout the United States and in foreign countries as a basis for determining the prices to the producer and the consumer of grain and the products and by-products thereof in interstate commerce; that such transactions are utilized by shippers, dealers, millers and others engaged in handling grain and the products thereof in interstate commerce as a means of hedging themselves against possible losses thru fluctuations in prices; that the transactions on such boards are extremely susceptible to speculation, manipulation and control, and sudden or unreasonable fluctuations in the prices thereof frequently occur as a result of such speculation, manipulation, or control, which are detrimental to the producer or the consumer and the persons handling grain and products and by-products thereof in interstate commerce and make such business unsafe and uncertain from time to time; and that such fluctuations in prices are an obstruction to and a burden upon interstate commerce in grain and the products and by-products thereof and render regulation imperative for the protection of such commerce and the national public interest therein.

Section 4 makes it unlawful for any person to deliver for interstate transmission any message covering an offer to make or execute a confirmation, quotation, report of price, of any contract of sale of grain for future delivery on or subject to the rules of any board of trade, except as provided in the original Future Trading Act, which the new law follows closely in verbiage from Section 4 to the close.

[Continued in middle column.]

# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—The Daniel Mill & Elvtr. Co. has changed its name to the Rose City Mfg. Co.

Stuttgart, Ark.—The Stuttgart Rice Mill Co. will double the capacity of its warehouse beside other improvements, expending about \$30,000 on this work.

Little Rock, Ark.—We have discontinued our office here and the business is to be handled by the C. L. Gordy Co., Little Rock's oldest grain brokerage house.—Munn Brokerage Co.—The company will hereafter be located at Enid, Okla.

## CALIFORNIA

Ord (Monterey p. o.), Cal.—Plans are being made by J. W. Halterman for the erection of a grain warehouse.

Salinas, Cal.—A grain elvtr. will be erected here to cost \$30,000, which is expected to be ready for this year's crops.

## CANADA

Ft. William, Ont.—George Searles, W. L. Parish and Donald Young, all of Winnipeg, composed the board of examiners at the recent examination of candidates for the office of grain inspectors or deputy grain inspectors.

Montreal, Que.—The Grain Elvtr. Commission held a meeting recently at which was discussed the necessity of increasing elvtr. and grain handling facilities. Major Graham Bell, deputy minister of marine and fisheries, was present.

Calgary, Alta.—The body of W. A. Stevens, grain dealer of this place, was found last month in the Chestermere Lake near here. Mr. Stevens disappeared from his home last October, and altho his automobile was found near the lake several days after his disappearance, that was the last trace of him until this recent discovery.

Ft. William, Ont.—At a special meeting of members of the Ft. William-Port Arthur Grain Exchange at which local conditions as they affect the Exchange were discussed, a com'ite was appointed to meet with the council in an effort to obtain some solution by which differing opinions of members regarding the future of the exchange may be mutually satisfied.

Ottawa, Que.—At a recent conference of the Board of Grain Commissioners, the Hon. J. A. Robb, Minister of Trade and Commerce and representatives of the Winnipeg Grain Exchange, necessary changes to the Canada Grain Act were discussed, particularly the clause which provides for the bonding and licensing of grain dealers which was declared ultra vires by a Manitoba court recently. This conference was followed by another by members of the Grain Commission and the Minister of Justice in regard to the laws of the Grain Commission.

## COLORADO

Denver, Colo.—We now have a branch office at this place.—J. E. Weber & Co., Kansas City.

Wellington, Colo.—An elvtr. which will have the capacity of 30,000 bus. will be erected here by the Ft. Collins Flour Mill.

Willard, Colo.—The Willard Farmers Grain Co. is the name of the newly organized company here which recently purchased the elvtr. of F. W. Gilliland.

Holyoke, Colo.—The Colorado Mfg. & Elvtr. Co. recently let contract to the Burrell Engineering and Construction Co. for the erection of a 40,000-bu. elvtr. and warehouse.

## IDAHO

Rigby, Idaho—Improvements will be made on the plant of the Midland Elvtr. of which W. C. Valentine is mgr.

## ILLINOIS

Arthur, Ill.—The Wells Elvtr. has been attractively repainted.

Peoria, Ill.—J. H. Hamilton is again mgr. of the Beach-Wickham Grain Co.

Cairo, Ill.—We are going to cover our elvtr. with asbestos siding.—Halliday Elvtr. Co.

Bloomington, Ill.—Branch offices of M. L. Vehon & Co. were recently opened here, and at Champaign.

Saybrook, Ill.—The elvtr. of the Baldwin Grain Co. will be remodeled and covered with galvanized iron siding.

Ospru, Ill.—F. L. Evans & Co. have purchased the elvtr. here of the American Grain Co. Geo. Bickus will be the Evans agt. here.

Peoria, Ill.—H. F. Cazey, formerly with G. L. Bowman Co. is now with W. W. Dewey & Son. He will look after country accounts.

Hillery (Dundee p. o.), Ill.—Fred Oakwood, proprietor of the Oakwood Elvtr., will be in charge of an elvtr. to be erected here.

Malta, Ill.—A. Theodore Peterson recently let contract to the Burrell Engineering and Construction Co. for the erection of a 50,000-bu. elvtr.

Leverett, Ill.—The elvtr. here owned by A. J. Flatt & Son, was burned May 25, incurring a loss of \$43,000 which is partly covered by insurance.

Ivesdale, Ill.—The Camp Elvtr. Co. recently consolidated with the firm, Cook & Milligan, and the business will be conducted as the Cook Grain Co.

Green Valley, Ill.—At a recent meeting of the Farmers Grain & Coal Co., it was decided to erect an elvtr. at a point a few miles south of this place.

St. Joseph, Ill.—We own the elvtr. here previously owned by R. E. Rising, having purchased same last fall.—Bear & Grussing, per Otis J. Bear.

Franklin Grove, Ill.—W. M. Herbst is now mgr. here having taken the place on Mar. 1.—Franklin Grove Farmers Elvtr. Co.—This was reported as Franklin, Ill., recently.

Lostant, Ill.—The H. W. Linder Grain Co. recently incorporated for \$16,000 to deal in grain, fuel, fertilizers and feed. Incorporators: Howard Stotler, Conrad and Henry Linder and H. M. Taggart.

El Paso, Ill.—The White Elvtr. Co. has given contract to the P. F. McAllister Co. for the erection of a 15,000-bu. cribbed elvtr. to have electric power, two legs, Fairbanks Scales and 10-ton truck scale.

Tomlinson (Rantoul p. o.), Ill.—O. R. Kornmeyer, former mgr. of the Tomlinson Co-op. Grain Co., has succeeded O. E. King as mgr. of the Penfield Grain & Coal Co. Mr. King will be located at Sidell.

Mulberry Grove, Ill.—The Valier & Spies Mfg. Co. of St. Louis, Mo., has completed its elvtr. here and has equipped it with Richardson Automatic Scales, a 15-ton auto truck scale and auto truck and wagon dump.

Manlius, Ill.—G. O. Stremmel, who has been operating the plant of the Bollman Grain & Coal Co. since March, is planning the installation of another dump and electric equipment, beside improvements. The plant has a capacity of 60,000 bus.

Bellflower, Ill.—The firm name of the W. T. Bradbury Co. has been changed to the Clarence W. Johnson Co. We will continue to operate the business and same will be conducted as formerly by the W. T. Bradbury Co.—The Clarence W. Johnson Co.

Paris, Ill.—The Corn Belt Grain Co. recently incorporated for \$3,000, to deal in grains and cereals. Incorporators: Clinton Douglass, B. H. Heaton and Elvis Weathers. Mr. Weathers was formerly connected with Frank Jones of Ridge Farm, whose elvtr. burned recently.

Bowman (Brocton p. o.), Ill.—The elvtr. of the Brocton Elvtr. Co. was burned June 1, the fire starting from sparks from a passing train. The loss is estimated at \$40,000 and is partly covered with insurance. The owners, I. N. Coolley and W. C. Price, are planning to rebuild.

Springerton, Ill.—Regarding our recent fire: It took everything. We didn't lose anything on grain and the way we bot the elvtr., we didn't lose on that. Actual loss was about \$3,000. We had not been running the elvtr. for some time and had a couple of boys cleaning it up that day.—A. N. Hodge, mgr. Springer Grain Co.

Petersburg, Ill.—The newly organized firm known as the Hueffner Mfg. & Grain Co., has taken over the plant operated here by the Hueffner Mill & Elvtr. Co. The new company consists of J. O. Cain and P. Schneider. Both have been connected with the Advance Mill & Elvtr. Co. of Carrollton, and Mr. Schneider was at one time with the Aviston Mfg. Co. of Aviston.

Ottawa, Ill.—The South Ottawa Co-op. Grain & Supply Co. filed suit on May 30 against the New Amsterdam Casualty Co. of Baltimore, Md., in an endeavor to obtain a part of the money which the company alleges it lost by speculation on the grain market. It was closed the early part of the year because of losses amounting to \$29,000, but was reopened a short time later. The amount of the suit is \$10,000, the highest amount for which the company can sue.

## CHICAGO NOTES.

The finance com'ite of the Board of Trade has set the rate of interest on advances on Bs/L at 6% during June.

W. G. Press & Co., at one time very active in the grain receiving and brokerage business, and one of the oldest firms in the grain business at this city, will retire June 15.

A petition is being circulated on the Board of Trade asking the directors to make the emergency track delivery rule apply only to the last three days of a current month.

Fred D. Stevers, a well known figure on the Board of Trade, having been a member since 1887, died June 7, at his home in Norwood Park. He is survived by his widow and three sons.

The proposition to assess each member of the Board of Trade \$25 a year for three years, payable July 1, for the use of the promotion com'ite was adopted June 9 by a vote of 356 for to 145 against.

The warehouse com'ite of the Board of Trade has ruled that "When regular elevator destination is not shown, certificates not older than 72 hours must be furnished on each delivery; or if a new inspection is not or can not be accomplished, the party making the delivery after the expiration of 72 hours after last inspection, shall be deemed as guaranteeing the grade at the time of unloading."

The following have been elected to membership in the Board of Trade: G. E. Hill, Jos. Simons, W. J. Beem, Oscar E. Martin, Chas. R. Rini and John Hayes. Those whose memberships have been transferred are: W. H. Jackson, A. K. Munson, Jr., R. S. Van Borg, W. H. Reagan, H. Painter, Jr., H. L. Williams, H. L. Snyder, C. M. Mueller, H. Herrin, B. R. Cohn, C. P. Andrews and W. L. Phelps. O. T. Anderson has been expelled. Two memberships sold at \$6,200 and \$6,300 on June 5.

## INDIANA

New Albany, Ind.—The firm Zabel & Son will hereafter be known as the Zabel Mill & Elvtr. Co.

Indianapolis, Ind.—The H. M. Freeman Grain Co. has filed its preliminary certificate of dissolution.

Fairland, Ind.—The elvtr. of Frank Sellars was sold to Merrill Guild of Medaryville thru Claybaugh & McComas.

Lewis Creek, Ind.—The Wm. Nading Grain Co. is installing a 20-ton, 22x9 truck scale and a McMillin Wagon and Truck Dump for dumping into two separate sinks.

Malden (Valparaiso p. o.), Ind.—S. P. Cunningham has never been connected with this company as reported.—Morgan Township Farmers Co-op. Elvtr. Co., Inc., E. A. La Count, mgr.

Carlisle, Ind.—I am going to operate the elvtr. here that I am building as the Wabash Grain Co.—Roy Clodfeller, Oaktown.

Crown Point, Ind.—E. K. Sowash of Middletown recently bot the elvtr. of E. H. Hixon thru Claybaugh & McComas, elvtr. brokers.

Indianapolis, Ind.—Mail addressed to the Red-E-Mix Products Corp., recently reported incorporated for \$150,000, is returned "Unclaimed."

Crawfordsville, Ind.—Charles Lauthers, mgr. of the Farmers Grain Elvtr., has resigned and will become connected with a real estate company.

Hobbs, Ind.—The Jessup Elvtr., formerly conducted by Carl Jessup, passed into the hands of Duncan Smith and Frank Ackels, his nephew, on May 26.

Roanoke, Ind.—Mail addressed to the Roanoke Elvtr. Co., recently reported to have been incorporated here, has been returned marked "unclaimed."

Cates, Ind.—We are installing a McMillin Truck Dump and building a new three-room office and putting in a 20-ton scale.—Cates Elvtr., S. J. Mettee, mgr.

Brownsville, Ind.—Lingemen, Adams & Co. are erecting a 20,000-bu. wooden, iron covered addition to their plant. Contract has been given to the Reliance Construction Co.

New London, Ind.—The elvtr. of McCorkle & Riley was recently sold to Etna Lefforge of Kennard thru Claybaugh & McComas. This was erroneously reported as at London recently.

Frankfort, Ind.—Elmer N. Smith, owner of elvtrs. at North Creek, New Bavaria and Holgate, O., recently filed a voluntary petition of bankruptcy, listing assets at \$10,325 and liabilities at \$14,279.75.

Star City, Ind.—R. B. Minton recently bot the interest of L. H. Jordan of Chicago in the Star City Elvtr. and the plant will hereafter be operated by Phillips & Minton. It will be in charge of John Phillips as formerly.

Monroeville, Ind.—I have sold my elvtr. here to C. W. Mahoney who will come here and take possession about July 1. I still own my hay barn and straw sheds here and will continue to handle baled hay and straw.—L. A. DeBolt.

San Pierre, Ind.—The San Pierre Grain and Farm Supply Co. recently incorporated for \$20,000 to deal in grain, coal and building materials. Incorporators: Fred Batzka, Peter Kramer, O. R. Meyer, Henry Luken and C. L. Thompson.

Effner (Sheldon, Ill. p. o.), Ind.—We have torn down the old house here and are building a new cribbed house, metal covered. Capacity about 25,000 bus. We will install two dumps. Using the old F-M Engine and putting in sheller and cleaner.—Sheldon Farmers Co-op. Elvtr. Co., J. D. Worsham, mgr., Sheldon, Ill.

Indianapolis, Ind.—The midsummer meeting of this Ass'n will be held at the Board of Trade building, this city, on June 29 and 30, commencing at 1:30 p. m. the 29th, and with an entertainment that evening. An interesting program is in process of completion and we are expecting a good attendance.—H. W. Reimann.

Knightstown, Ind.—We have bot the elvtr. of the Hungate Wholesale Co. I was in the grain business at Indianapolis and Mr. Green is a dentist at Lebanon. We are installing a new clover seed cleaner and a grinder; also have bot a Ford truck for delivery.—Powell & Green, C. O. Powell, mgr.—This elvtr. was reported sold last December to J. E. Lewis of Lansing, Mich.

Hedrick, Ind.—Seeger & Betts will replace the elvtr. which was recently destroyed by a windstorm. The Reliance Construction Co. has the contract for a 15,000-bu. wooden elvtr. which will be covered with iron. The plant will also have facilities for storing 3,000 bus. ear corn and will be equipped with Western Sheller and Cleaner, Western Manlift and Transmitting Machinery and Richardson Automatic Scales.

Carlisle, Ind.—On April 29, I bot at bankrupt sale the property here of the Farmers Union Elvtr. Co.; on May 4, I sold same to Roy Clodfeller of Oaktown, Ind., and on the 9th it burned to the ground. When I say bot, I should have said bid off, for after the fire, my bid was rejected and of course, I had to reject the bid of Mr. Clodfeller. I am of the opinion that he will build an elvtr. this fall, either on land occupied by the Farmers Union Elvtr. Co. which is to sell again July 1, or on railroad land on which he now holds a lease.—C. L. Whalen.

## IOWA

Traer, Ia.—Will Young has resigned as mgr. of the Farmers Elvtr. Co.

Ruthven, Ia.—L. A. Miller recently resigned as mgr. of the Farmers Elvtr. Co.

Conroy, Ia.—J. C. Englebert, at one time in the grain business here, died May 15, at Ma-rengo.

Hubbard, Ia.—Our new mgr. is Walter K. Johns of Ackley who took charge May 15.—W. H. Holscher.

Little Cedar, Ia.—M. H. Barker has succeeded M. L. Houghton as mgr. of the Little Cedar Grain & Coal Co.

Ft. Dodge, Ia.—John Redmond is the new mgr. of the Farmers Elvtr. Co., succeeding Isaac Bird, who died.

Primghar, Ia.—J. S. DeVries of Gaza recently bot the elvtr. of Dozler & Morris, and has already taken possession.

Ft. Dodge, Ia.—Isaac Bird, former mgr. of the Farmers Elvtr. Co., died recently, leaving a widow and five children.

Anita, Ia.—The Kunz Grain Co. is defendant in a suit brot by a landlord for judgment of \$115.30 for oats sold by a tenant.

George, Ia.—The Farmers Elvtr. Co. here is having rope transmission installed; also remodeling and repairing the plant.

Stockport, Ia.—The correct name of the Stockport Elvtr. which recently installed a grinding machine is the Yost-Workman Co.

Terril, Ia.—L. R. Irons, formerly mgr. of the Farmers Elvtr. Co. recently became traveling salesman for the Benjamin Coal & Coke Co.

Sanborn, Ia.—The Hunting Elvtr. Co. has done some repairing and remodeling of its elvtr. here and also installed a Kewanee Truck Dump.

George, Ia.—A Kewanee Truck Dump is being installed in the plant of C. J. Locker. The Younglove Construction Co. is doing the work.

Spencer, Ia.—Philip H. Schiffelin & Co., Chicago, have opened a branch office here with B. L. Nutting in charge. The office is in the Nicodemus Bldg.

Thor, Ia.—Plans are not being made for the replacing of the elvtr. of Maricle & Co. which was burned May 13. It is said that the elvtr. will not be rebuilt.

Keystone, Ia.—The Ray Murrel Grain Co., of Cedar Rapids, is having the bin alarm and shut off system installed in its plant, which will eliminate danger of chokes.

Whittemore, Ia.—Besides overhauling his elvtr., O. J. Kaschmitter has had new cups and belt installed in the plant. The Younglove Construction Co. did the work.

Primghar, Ia.—Mail addressed to E. C. Propp whose elvtr. here was burned a few months ago, is returned marked "Removed." Mr. Propp had contemplated rebuilding.

Walker, Ia.—Work has been started on the erection of a feed grinding mill for the Farmers Elvtr. Co. of which J. Ernest is mgr. The structure will cost about \$5,000.

Hamburg, Ia.—The Farmers Elvtr. Co. has had a corn handling plant erected here to replace the one that was burned. The Younglove Construction Co. had the contract.

Pacific Junction, Ia.—Frank H. Maxwell is planning to remodel his elvtr., raise the cupola and install a Richardson Automatic Scale. The Younglove Construction Co. has the contract.

Iowa Falls, Ia.—I am located at this place now.—M. O. Hocum.—Mr. Hocum has bot the plant here of J. H. Stickney and sold his plant at Klemme where he was formerly established.

Riverton, Ia.—W. E. Burks of Kansas City has bot the elvtr. formerly owned by W. G. Sherman, who will devote his time to the seed industry in which he is connected with G. A. Chambers.

Matiock, Ia.—A. B. Roskom, assistant mgr. of the Farmers Elvtr. Co. here has accepted a position as mgr. of the Farmers Co-op. Co. of Blaha, S. D. He has been succeeded by Jack Schroeder.

Wheatland, Ia.—The Equity Co-op. Trading Co. recently purchased the lumber and coal yard of the King Wilder Grain Co. here. The elvtr. will continue to operate under the King Wilder Co., however.

McPherson (Red Oak p. o.), Ia.—J. M. Lake & Sons are building a 12,000-bu. studded, iron clad elvtr., to be equipped with one leg, 10-h.p. Otto Engine, hopper scale, cleaner and Van Ness Auto Truck Dump. R. M. Van Ness Construction Co. has the contract.

Portland, Ia.—Simon Hill, mgr. of the elvtr. of the Farmers Co-op. Elvtr. Co. had his arm caught in a carrier in the elvtr. May 28, and may have to have it removed as a result of the unfortunate accident.

Maxwell, Ia.—The lumber yards and coal business here and the business at Cambridge formerly conducted by the Armour Grain Co., has been bot by the Central Lumber & Coal Co. Possession has already been taken.

Lohrville, Ia.—E. C. Sherwood, formerly with the Farmers Union Grain Co. of Lake View, where he is being temporarily succeeded by Dan Quinlan, has accepted a position as mgr. of the elvtr. of the Farmers Elvtr. Co. here.

Dunbar, Ia.—Farmers in this vicinity are the new owners of the property of the Dunbar Grain & Stock Co., which was sold at public auction recently. The property consists of elvtr., office, lumber yards and store house. Possession will be taken July 1.

Lake City, Ia.—In addition to doubling the capacity of their elvtr. and installing a hopper scale, L. H. Adams & Co. are installing new legs, buckets, belts, direct motor drives, a Kewanee Truck Dump. The R. M. Van Ness Construction Co. has the contract.

Mt. Auburn, Ia.—The Ray Murrel Grain Co. of Cedar Rapids, is planning the erection of a 10,000-bu. elvtr.; contract has been awarded to the Economy Building Co. The structure will be iron clad, 18x23 feet and 65 feet high. It will replace the elvtr. burned some years ago.

Herndon, Ia.—The Farmers Grain & Lumber Co., whose elvtr. was burned in April, will build a 20,000-bu. elvtr. which will be equipped with a 1,500-bu. Richardson Automatic Scale, manlift, Kewanee Dump and Spout. It will be a cribbed elvtr. covered with galvanized iron. The Younglove Construction Co. has the contract.

Tingley, Ia.—The Farmers Co-op. Elvtr. Co. has completed its 15,000-bu. elvtr. which replaces the one that was burned last August. It is studded and iron clad and equipment includes 500-bu. hopper scale, 10-ton auto truck scale, Western Sheller and Cleaner, 15-h.p. Otto Engine. The R. M. Van Ness Construction Co. had the contract.

Callender, Ia.—The Callender Grain Co. will erect a 30,000-bu. elvtr., 31x30 feet, cribbed for 50 feet, which will contain 12 bins. It will be covered with galvanized iron and equipment will consist of 10-h.p. motor, dump scale, automatic scale, wagon and truck dump, manlift, Link Belt Distributor in the head and rope drive. The Younglove Construction Co. has the contract.

Columbus Junction, Ia.—Thieves that entered our office May 13, taking \$117 and a check for \$96.80, were apprehended in Ottumwa when they attempted to cash the check, entered a plea of guilty and were sentenced to 10 years in prison. Both had prison records and both carried booty secured in other robberies besides ours. We recovered all the property taken from us.—Weber & Huston.

Sioux City, Ia.—Orders by officials of the Grain Exchange have been posted on the bulletin board requesting that operators desist from throwing grain on the floor and also conduct themselves with more dignity during sessions in the trading room. In addition to this "request" is the final clause, "Any member guilty of violation shall be fined by the board of directors, an amount in keeping with the offense."

## KANSAS

Coats, Kan.—J. R. Wheatley, a farmer near here, is having an elvtr. built on his farm.

Salina, Kan.—We now have a branch office at this place.—J. E. Weber & Co., Kansas City.

Tasco (Guy p. o. name), Kan.—The Don Crum Elvtr. is now being operated by C. D. Crum.—X.

Silver Lake, Kan.—T. L. Abel, sec'y-treas. and mgr. of the Silver Lake Grain Co., died May 27.

Raymond, Kan.—I have just taken charge here.—Raymond Grain & Supply Co., C. V. Doan, supt.

Wright, Kan.—C. D. Jennings recently bot the plant of the Dodge City Alfalfa Mfg. Elvtr. & Supply Co.

Manhattan, Kan.—A branch office of the Fuller Grain Co. of Kansas City, Mo., has been opened here with W. S. Gabel of Atchison, Kan., as mgr. A special telegraph wire has been installed.

# The GRAIN DEALERS JOURNAL.

Stockton, Kan.—The Bigge-Graham Elvtr. was burned May 22 at a loss of \$11,000 besides 4,000 bus. of wheat.

Riverdale, Kan.—Robert Gardner recently purchased the elvtr. of the Sumner County Farmers Union.

Clearwater, Kan.—We have just completed a 16,000-bu. elvtr. Practically fireproof.—T. J. Macredie & Son.

Price, Kan.—Contract has been let and work will commence at once on the 10,000-bu. elvtr. of A. D. Robinson.

Leoti, Kan.—Atkinson Bros. are the successors of the business formerly conducted by Atkinson & Basham.

Bucklin, Kan.—Lee H. Gould will be succeeded as mgr. of the Gould Grain Co. by his brother, W. C. Gould.

Oronoque, Kan.—I think the Farmers Union intend to rebuild its elvtr.—John S. Shultz, agt. Nye, Schneider Jenks Co.

Caldwell, Kan.—D. F. Mossman is no longer secy of this company.—Farmers Co-op. Grain Co., John Bobek, Jr., mgr.

Rossville, Kan.—The Farmers Co-op. Elvtr. Co. has just recently installed a gravity truck dump.—W. S. Bolton, mgr.

Princeton, Kan.—The plant here of the Associated Mills & Elvtrs. Co. has been closed by order of J. N. Dolley, receiver.

Varner, Kan.—Foundation for a new elvtr. is being laid, which will replace the elvtr. of the Farmers Elvtr. Co. which was burned.

Dehaven, Kan.—E. N. Hannah has succeeded R. P. Hughes as mgr. of the Farmers Elvtr. Co. Mr. Hughes has located at Skiddy.

Lincoln, Kan.—The C. E. Robinson Elvtr. is changing its name. Do not know change.—R. E. Lewis, Shellabarger Mill & Elvtr. Co.

Salina, Kan.—We plan to do a brokerage business on export wheat.—Moffatt-Weddle Grain Co.—This is a newly established business here.

McPherson, Kan.—Slight damage was suffered when a fire caused by spontaneous combustion started in the mill and elvtr. of Colburn Bros.

Muscotah, Kan.—Wm. Rogge & Son Grain Co. has purchased a McMillin Wagon and Truck Dump to be used for dumping into two separate sinks.

Perth, Kan.—The old elvtr. of the Larabee Mfg. Co. will be removed and a new one, having the capacity of 25,000 bus. will be erected in its stead.

Briggs Station (Manhattan p. o.), Kan.—A farm elvtr. having the capacity of 7,500 bus. is being erected here by E. Briggs and J. A. Schowalter.

Americus, Kan.—The Farmers Elvtr. Co. recently purchased the elvtr. of Bruce Carlson here. The Farmers Co. is now operating two elvtrs. here.

Hoisington, Kan.—An elvtr. on the farm of Frank Beran, burned May 27, destroying its contents of grain and other property, including an automobile.

Tice (not a p. o.), Kan.—The 15,000-bu. elvtr. being erected here by the C. D. Jennings Grain Co. is the same one reported at Hutchinson in the Journal of May 25.

Lincoln, Kan.—The F. E. Weber Co. of Kansas City recently bot an old elvtr. here which will have to be rebuilt.—R. E. Lewis, Shellabarger Mill & Elvtr. Co.

Wichita, Kan.—O. D. Bonham has resigned his position as district mgr. of the Rea-Patterson Mfg. Co. of Stafford and has become connected in a similar position with the Larabee Flour Mills Co. here.

Osage City, Kan.—There are no elvtrs. being erected here. We do not know the J. M. Hays Co.—Osage City Grain & Elvtr. Co., E. Nettleblade.—Recent reports stated that the Hays Co. was completing a 60,000-bu. elvtr.

Iola, Kan.—This company is managed by myself and C. S. Thompson is salesman on the road.—H. Green, mgr. Iola Mill & Elvtr. Co.—Recent reports stated that Thompson had succeeded Glenn Finney as mgr. of the company.

Topeka, Kan.—The Traffic & Claim Dept. of the Kansas Grain Dealers Ass'n has been doing good work and merits the suport of members by sending it their claims for collection; but unless more members take advantage of the services offered this season it is more than likely that some different arrangements will have to be made.

Skiddy, Kan.—R. P. Hughes is the present mgr. of the Farmers Co-op. Mercantile & Shipping Ass'n. He was formerly with the Farmers Elvtr. Co. of Delavan.

Winfield, Kan.—A reinforced concrete elvtr. having the capacity of 25,000 bus. will be erected by the Winfield Elvtr. Co. The Monolith Builders, Inc., have the contract.

Stafford, Kan.—O. D. Bonham, former district mgr. of the Rea-Patterson Mfg. Co., will be connected with the Larabee Flour Mills Co. of Wichita in the same capacity.

Wichita, Kan.—S. R. Ranson has bot one of the memberships of W. R. Foot and Mr. Foot's office furniture. The latter will hereafter be connected with the Beyer Grain Co.

Rolla, Kan.—Thomas Brown has resigned as mgr. of the Farmers Equity of Ensign and will take charge of the elvtr. being erected here by the L. H. Pettit Grain Co. of Hutchinson.

Dundee, Kan.—The plant of the Dundee Farmers Grain & Supply Co. was visited by thieves a short time ago, and the sum of \$35 was found to have disappeared after their departure.

Wichita, Kan.—W. J. Lowe has sold his membership in the Board of Trade, also his office lease and furniture to A. W. Bennett, who will do business under the name of the Bennett-Render Grain Co.

Homewood, Kan.—J. N. Dolley, receiver of the elvtrs. of the Associated Mills & Elvtrs. Co., has ordered the plant here closed. Operation had been continued after the Associated Co. went into receivership.

Metcalf, Kan.—The Caldwell Mfg. Co. has leased and is operating the plant of the Consolidated Flour Mills Co. The company is also planning to rebuild the elvtr. here, which was burned a short time ago.

Lenora, Kan.—The elvtr. being erected here by the Morrison Grain Co. to replace the one that was burned will have a capacity of 25,000 bus. and will be iron clad. Equipment will include 2,000-bu. Fairbanks Automatic Scale, 10-ton truck scale, 15-h.p. Otto Engine, Monarch Cleaner and Kewanee Truck Dump. Nine bins are served by one leg.

Silver Lake, Kan.—The Silver Lake Grain Co. has completed its 15,000-bu. elvtr. of studded iron clad construction with fireproof engine room and asbestos roofing. Equipment includes 25-h.p. F-M Engine, Fairbanks Automatic Scale, 10-ton auto truck scale and Western Sheller and Cleaner. R. M. Van Ness Construction Co. had the contract.

Macksville, Kan.—The Macksville Mill & Elvtr. Co. will erect a 300-bbl. mill here, construction to be of brick and concrete. J. G. English writes: "This is a firm being promoted by R. O. Keys and William Teichgraber, an old miller formerly of Gypsum City. They are promoting the deal by selling the farmers \$40,000 worth of stock and promise to put up a like amount and erect a \$80,000 plant."

## MARYLAND

Baltimore, Md.—The Canton Elvtr. being erected here is to be of steel and concrete and the equipment will be electrically driven. Cost of erection is estimated at \$750,000.

## MICHIGAN

Weston, Mich.—I am out of the grain business.—H. W. Porter.

Muir, Mich.—We are installing some new machinery and making some changes.—The E. S. Danner Elvtr.

Freeport, Mich.—Property of the Freeport Farmers Elvtr. Co. was seriously damaged by fire on May 29.

Fowlerville, Mich.—Repairs will be made on our elvtr. which was damaged by fire.—E. W. Burkhardt & Son.

Scofield, Mich.—The Angerer & Bricker grain house here is not being used at this time.—T. C. Drinkhalm.

Tyre, Mich.—The elvtr. here is owned by the Farmers Produce Co. but it is not in operation at the present time.—X.

Caro, Mich.—The plant of the Caro Farmers Co-op. Elvtr. Co. was slightly damaged by fire caused by locomotive sparks on May 31.

Grand Rapids, Mich.—Plans are again being made by the Valey City Mfg. Co. for the erection of a mill and elvtr. to cost approximately \$600,000.

Merrill, Mich.—The Farmers Elvtr. Co. is going to build a new plant to replace the one that was burned about a month ago.—Alma Elvtr. Co., Alma, Mich.

Conklin, Mich.—The Conklin Co-op. Elvtr. Ass'n built a fireproof elvtr., silo type, last year.—Kent City Farm Buro, Guy W. R. Curtiss, mgr., Kent City, Mich.

Marine City, Mich.—The Marine City Elvtr. Ass'n will begin operations by July 1. It recently came into the possession of the elvtr. formerly owned by Jay Baldwin.

Alma, Mich.—The bean and feed warehouse of J. DeRusha was burned a few weeks ago. He went under the name of Farmers Elvtr. Co.—Alma Elvtr. Co.—Original reports stated that the elvtr. was burned.

Watertown (Sandusky p. o.), Mich.—There is no elvtr. here but I think there will be one built this summer.—R. W. Johnson.—Mr. Johnson was prop. of the elvtr. of the Watertown Grain Co. which was burned last year.

Onondaga, Mich.—The elvtr. formerly operated by the Onondaga Co-op. Ass'n is now being operated by this company.—Belden & Co., Inc.—Reports last year stated the Onondaga Co. had gone into the hands of a receiver.

Kent City, Mich.—We may add on silo type elvtr. room and coal storage next year. We operate elvtr. and warehouse here, succeeding Kent City Produce Co.—Kent City Farm Buro, Guy W. R. Curtiss, mgr., Kent City, Mich.

Palms, Mich.—The Minden-Palms Farm Buro Local is having an elvtr. building erected on site formerly occupied by Palm Elvtr. Co. and it should be ready by fall, 1922. Campay Farm Buro is purchasing entire property.—W. Babcock.

Oscego, Mich.—William Drew recently bot the interest of George Siple in the grain business of G. H. Siple & Co., which will hereafter be conducted by Mr. Drew and J. W. Oliver. This was recently reported as at Saugatuck instead of this place.

Pomeroy, Mich.—At the recent meeting of the Tri-County Union which 150 farmers attended, it was found that warehouse rates should not exceed 75 cents a ton for handling charges and 5 cents a ton per month for storage was the general sentiment.

Detroit, Mich.—Regarding recent reports, will say we never contemplated changing our malt house into a warehouse because we are running our malt house practically to full capacity. Walter J. Stegmeyer is not mgr. of our elvtr. but is employed by us to manage our cash grain department only.—H. W. Rickel & Co.

Detroit, Mich.—If Circuit Judge Arthur Webster grants the petition of the Gleaner Clearing House Ass'n, that it be dissolved, the largest co-op. selling and buying agency in Michigan will be dissolved. The petition states that its assets are considerably larger than its liabilities, but due to the low market prices, the ass'n prefers to quit business on the right side of the ledger, before it is too late. Assets are given at \$719,020.16 and liabilities at \$446,745.33. More than 20 elvtrs. are operated thruout the state by the ass'n.

## MINNESOTA

Duluth, Minn.—C. M. Case was recently admitted to membership on the Board of Trade.

Edgerton, Minn.—J. E. McGlin was recently made mgr. of the Farmers Elvtr. Co. of this place.

West Concord, Minn.—The West Concord Farmers Elvtr. Co. is planning to erect a flour warehouse.

Lake City, Minn.—Work has been started on the office of the Hunting Elvtr. Co. of which C. S. Cardinal is mgr.

Green Bush, Minn.—The elvtr. here owned by the Red Lake Mfg. Co. of Crookston was burned recently, but the loss was insured.

Moorhead, Minn.—In addition to other reported improvements, the Moorhead Farmers Elvtr. Co., of which M. Goldberg is mgr., writes it is also installing a new pan and is painting the elvtr. All improvements amount to about \$7,000.

Duluth, Minn.—C. E. Burgess is attempting to obtain a new trial in the libel suit against Turle & Co. Burgess, who alleges that libelous statements were officially published by the company's attorneys regarding the cancellation of a contract, had sued for \$100,000. The jury awarded him a verdict of \$9,982.

Duluth, Minn.—Julius H. Barnes, formerly pres. of the U. S. Grain Corporation has been elected pres. of the Chamber of Commerce of the United States.

Storden, Minn.—The Storden Grain Co. recently held a meeting of its stockholders at which it was decided to close the elvtr. and dissolve the company.

## MINNEAPOLIS LETTER.

O. F. Warnes, formerly supt. of the Pillsbury Flour Mills Co., died recently.

Shane Bros. & Wilson Co., Inc., will hereafter be known as the King Midas Mfg. Co.

Additional electric quotation clocks to cover grain fluctuations will be installed by the Chamber of Commerce.

The following transfers of memberships in the Chamber of Commerce have been made: E. A. Skewis to W. R. Murray, M. J. Pritchard to Ralph Bruce, C. D. White to O. W. Simonson and H. A. Murphy to S. J. McCaul.

C. F. Deaver, sec'y-treas. of the F. H. Peavey Co., lost about \$10,000 in jewels and money when burglars paid his home a visit. The robbery occurred during the day and it is believed to have been planned by a new maid. Incidentally, the maid disappeared.

Transfers of memberships in the Chamber of Commerce effective June 6 were E. L. Mattson to W. T. Chapman; M. G. Magnuson to Stanley Partridge; R. G. Dodge to H. A. Dew; and the privilege of corporate membership was granted to the Union Hay Co.

The Crown Elvtr. Co. which recently took over the business of the Dibble Grain Co. is a reorganized company. Officers are W. H. Wheeler, pres., F. P. Wheeler, vice-pres. and treas., C. C. Zinn, sec'y.—F. P. Wheeler, vice-pres. Crown Elvtr. Co.

Following the rejection of the Future Trading Act by the Supreme Court of the United States it has been decided that all grain merchants of the Chamber of Commerce open their books to the state, reporting all transactions, together with name of buyer, seller and amount of grain in transaction, according to O. P. Jacobson, state railroad and warehouse commissioner. This decision became effective June 1. The enforcement of the state law which was passed last year was delayed pending the decision of the Supreme Court. The aim of this law was to stop all grain transactions where actual or potential grain was not involved. Grain men have filed an appeal stating that such a regulation of future trading will have a backward effect on the market and will lower grain prices.

## MISSOURI

Benton, Mo.—We recently went out of business.—Benton Mfg. Co.

Mexico, Mo.—William Pollock, founder of the William Pollock Mfg. & Elvtr. Co., died May 27, at the age of 91 years.

Independence, Mo.—The elvtr. of the Independence Mill & Elvtr. Co. was burned May 17, incurring a loss estimated at \$6,500, which is partly covered by insurance.

Marionville, Mo.—W. H. Bradford has leased his elvtr. property to the recently established firm of Firestone, Irby & Anderson, which will be known as the Marionville Mill & Feed Co.

Independence, Mo.—The Independence Mill & Elvtr. suffered its second loss this month when fire started in a bale of hay. The loss is estimated at \$27,000. The first fire loss amounted to \$6,500.

Ewing, Mo.—An elvtr. having the capacity of 14,000 bus. will be erected here, expected to be completed by July 1, by the Farmers Elvtr. & Exchange Co. The capital stock of the company was recently increased to \$18,000.

St. Peters, Mo.—Henry Zumbehl, John Richertskessing, Henry Bekebrede, William Ohmes, Henry Siesnenop, George Boettler and Frank Zerr have capitalized the Farmers Co-op. Elvtr. & Merc. Ass'n for \$25,000, to do an agricultural and mercantile business.

St. Joseph, Mo.—The annual convention for Kansas, Nebraska, Colorado, Iowa and Missouri grain dealers has been set for Tuesday, June 20. Messrs. Smiley and Boyer of the Kansas and Missouri Ass'n will be present and it is also planned to have representatives of other organizations here, as well as their membership. While the location of the entertainment has not been definitely decided upon, it is expected that the Lotus Club, Lake Contrary, will be taken over for the occasion.—T.

St. Louis, Mo.—An inventory of the estate of the deceased Thomas Carter, former head of the Carter Commission Co., grain dealers, was recently taken showing the possession of personal property valued at \$667,133. The bulk of Mr. Carter's estate has been placed in the hands of L. R. Carter, his son, for his widow and family.

## KANSAS CITY LETTER.

The Milwaukee Elvtr. will be closed June 10 for its annual weigh-up in preparation for receiving new wheat crop.

The Pacific Elvtr. will close on June 20 to July 10 for its annual weigh-up in preparation for receiving new wheat crop.

The Fuller Grain Co. recently opened a branch office at Manhattan, Kan., and W. S. Gabel of Atchison, Kan., will be in charge. A special telegraph wire was also installed.

F. W. Davidson of the Norris Grain Co. has applied for membership on the Board of Trade on a transfer from W. A. Moses. The company bot this membership some time ago for \$12,000.

The Western Grain Co. has been incorporated for \$50,000 with C. M. Woodward as pres. and F. G. Endleman as vice-pres. The company's policy of doing business will be changed to include receiving as well as shipping.

Information in the Journal of May 25 regarding this company's taking over the business of the Claiborne Commission Co. is not correct and the only basis we know of for such a report is that we have opened a branch office at the stock yards at a location formerly used by the Claiborne Commission Co.—Moore-Lawless Grain Co., by G. A. Moore.

F. L. Bedell, of the defunct Kemper Grain Co., has transferred his membership in the Board of Trade to E. C. Meservey of the Hall-Baker Grain Co., and Mr. Bedell will buy the membership of Alfred Hertz, also of the Hall-Baker Co. The sum of each transaction will be \$12,000, including transfer fee. W. A. Hinckman, pres. and receiver of the Kemper Grain Co., has sold his membership to A. M. Heartwell.

## MONTANA

Hobson, Mont.—The flour mill of the Judith Mfg. Co., operator of a grain elvtr., was slightly damaged by fire recently.

Buffalo, Mont.—Mail addressed to the Montana Elvtr. Co. is returned marked "Removed—Elvtr. Closed." Mail addressed to the former agt. was also returned.

Helena, Mont.—The T. C. Power Co. has finished rebuilding its elvtr., eight new bins having been added. It also installed an up-to-date feed mill in connection with the elvtr.

Great Falls, Mont.—It has been thought best by the directors and executive com'ite of the Northwestern Grain Dealers Ass'n that we hold our annual meeting a month earlier, June 22 and 23, at this city.—J. Watkins, sec'y.

Belt, Mont.—Officers of the Belt Farmers Mill & Elvtr. Co. have elected A. F. Fisher, former grain buyer, to succeed A. E. Hotchkin as mgr. of the elvtr. Mr. Hotchkin plans to enter the elvtr. and mfg. business for himself.

Bozeman, Mont.—While unloading oats from a car the power shovel caught on a nail and struck S. C. Cox, superintendent of the Montana Flour Mills Co. on the head, injuring him so severely that he had to be taken to the hospital, where he is recovering.

Havre, Mont.—The elvtr. of the H. Earl Clack Co., of which C. C. Seyngstad is mgr., which was burned, will be rebuilt. The new plant will have a capacity of 35,000 to 40,000 bus. and will be equipped with a 10-ton scale and auto truck dump. A warehouse and feed mill will also be erected, adjoining the elvtr.

## NEBRASKA

Rogers, Neb.—The Farmers Co-op. Grain Co. recently incorporated for \$25,000.

Farnam, Neb.—C. B. Seldomridge has installed a Kewanee truck dump in his elvtr.

Osceola, Neb.—The plant of the Farmers Elvtr. Co. is being overhauled and repaired.

Nehawka, Neb.—A new roof is being placed on the elvtr. of the Nehawka Farmers Grain Co.

Lushton, Neb.—I have succeeded A. M. Youst as mgr. of the Van Wickle & Lumber Co.—A. C. White.

Elk Creek, Neb.—The elvtr. of the Farmers Union Elvtr. Co. was burned recently. Loss, \$10,000; insured.

Bruning, Neb.—The old engine in the plant of the Farmers Union Elvtr. Co. has been replaced by an electric motor.

Hebron, Neb.—The Nye-Schneider-Jenks Co. is building an elvtr. here which will replace the one that was burned.

Murdock, Neb.—A new motor has been installed in the elvtr. of the Farmers Union Ass'n of which S. D. Leis is mgr.

Superior, Neb.—R. J. Moes, formerly of Hastings, recently became mgr. of the private wire office of Scoular-Bishop Grain Co.

Omaha, Neb.—The Adams-Reitz Grain Co. has gone out of business and the Scoular-Bishop Grain Co. has taken over its elvtrs.

North Platte, Neb.—A mill to cost \$6,000 is being erected here by the Nebraska Mill & Elvtr. Co. and work has been started on the installation of the machinery.

Lushton, Neb.—I have been succeeded by A. M. White as mgr. of the Van Wickle Grain & Lbr. Co. at this place. I have made no plans for the future.—A. M. Youst.

Pawnee City, Neb.—L. R. French recently purchased the Moses Bros. plant. He was formerly mgr. of the Farmers Co., where he has been succeeded by A. S. Gross.

Brainerd, Neb.—A. Proskovec, formerly connected with the Nye-Schneider-Jenks Co., recently became mgr. of the lumber department of the Farmers Grain & Lumber Co. here.

Tecumseh, Neb.—The Farmers Elvtr. Co., which recently purchased the plant of the Farmers Union Co-op. Ass'n has been incorporated for \$9,000 by O. J. McDougal and W. E. Bowen.

Surprise, Neb.—Jack Brown has succeeded E. M. Brown as mgr. of the Co-op. Grain Co. E. M. Brown is contemplating the purchase of the mill and the electric light plant of George Miller of this place.

Hastings, Neb.—We have disposed of our elvtr. and feed plant here as well as our merchandising business, to Schultz-Schmidt Grain Co., composed of Hugo S. Schmidt and Theo. Schultz.—R. A. Collier Grain Co.

Exeter, Neb.—M. L. Claton, who has been mgr. of the Exeter office of the Nye-Schneider-Jenks Co. for the last two years, was recently transferred to Kennard, and Mgr. Gaut of the Central Granaries will manage both plants here.

Bloomfield, Neb.—H. F. Cunningham, operator of an elvtr. here, is resisting the application of the warehouse law requiring that warehouse owners have a license, and has been bound over for trial in the district court on complaint by the State Railway Commission.

Reynolds, Neb.—The elvtr. I purchased of J. F. Gregory & Son is a 15,000-bu. capacity, iron clad plant equipped with 15,000-bu. hopper scales, cleaner, F-M engine, and I expect to add a grinder. I notice my name was spelled incorrectly in original reports.—L. L. Beachler.

Schuyler, Neb.—The recently reorganized Wells-Abbott Nieman Co. was incorporated for \$300,000 by D. W. Kullenn, pres., W. F. Nieman, vice-pres., O. R. Brownwell, sec'y and M. J. Higgins, treas. O. F. Frisbie, formerly at Yukon, Okla., is the new mgr. of the company. The mill is expected to be in operation by July 15.

Humboldt, Neb.—The plant of the O. H. Cooper Co. was burned May 13, incurring a loss estimated at \$50,000 which is only partially covered by insurance. The fire is believed to have started from the gases from a hot coal bin which were ignited by sparks from a passing locomotive. The company will erect a fire-proof elvtr. to replace the one that was burned, which is expected to be completed in time to take care of the new wheat crop.

Abdal (Mt. Clare p. o.), Neb.—Work has begun on a 20,000-bu. elvtr., cribbed construction with corrugated sheet iron covering. The R. M. Van Ness Construction Co. has the contract. We may use electric power if we install grinding machinery. Equipment consists of cleaner, manlift, 10-ton truck scale, 500-bu. hopper scale and 5-h.p. and 10-h.p. motors if electric power is used. Cost complete is about \$10,000. This is a new company leasing the holdings of the old one.—Farmers Elvtr. Co., Peter Hansen, mgr.—This elvtr., which is expected to be in readiness by July 15, will replace the one that was burned recently.

# The GRAIN DEALERS JOURNAL.

## NEW ENGLAND

Warren, Vt.—F. M. Long has sold his grist mill and elvtr. to Merritt Jones, also of this town.—S.

Brockton, Mass.—The Eastern Grain Co. is erecting a large addition to its property to be used for storage.—S.

Bridgewater, Mass.—An addition, to be used for storage purposes, is being erected to the plant of the Eastern Grain Co.

Malden, Mass.—Thieves broke into freight cars on May 26, and carried away grain belonging to the Cunningham Grain Co.

New Hartford, Conn.—George Case is erecting a new grain warehouse on the site of the building destroyed by fire last winter.—S.

Fall River, Mass.—The loss sustained by Griffin Bros. when their unoccupied grain elvtr. was burned recently, amounted to about \$2,000.—S.

Danversport (Danvers p. o.), Mass.—The feed mill of Lumen & Parker which was burned the early part of May, will be rebuilt and operations continued.—S.

Middletown, Conn.—Felis Petrofsky has purchased the grain business formerly conducted by Louis H. Russett and has taken possession of the same.—S.

Hartford, Conn.—The Meech Grain Co. recently obtained a judgment to recover \$1,096.18 from Gustav Bansemmer who broke a contract with the Meech Co.

Barre, Vt.—Mail addressed to the Grand Island Feed & Produce Co., Inc., recently reported incorporated for \$1,000, is returned marked "Unknown."

Boston, Mass.—Charles M. Cox has been elected a director of the Chamber and is representative of the Grain Board in that body for a term of three years.—S.

Waterbury, Conn.—The Thomaston Supply Co. dealers in feeds and grains, recently bot a building which will be used as a store and storehouse. The building will be improved.

Brattleboro, Vt.—The Crosby Mfg. Co., which took over the plant here last fall, has been incorporated for \$150,000. Incorporators: Charles M. Cox, pres. and treas. of the Charles M. Cox Co., Herbert L. Hammond and Frank J. Ludwig, all of Boston.—S.

Brockton, Mass.—The E. and A. M. Fullerton Co., Inc., has been incorporated to deal in grain, hay and poultry supplies. Capital stock, \$15,000. The directors are Adelbert M. Fullerton, pres. and treas., L. M. Fullerton, vice-pres. and clerk.—S.

Epping, N. H.—The new elvtr. and mill of the Rockingham County Farmers Exchange was opened on May 26. The elvtr. has a capacity of 30,000 bus. in addition to the 8,000 bus. storage capacity of the old plant, and will be equipped with an unloader, mixers, graders, cleaner and grinder. All machinery will be electrically driven.

Lowell, Mass.—Harold W. Keene, member of the Foster Grain Co. here died May 19 at his home in Dunstable following a brief illness, aged 42. He was associated with the Foster Grain Co. for a number of years and for the past eight years had been a member of the firm. He leaves a wife, two children and several brothers and sisters.—S.

## NEW JERSEY

East Millstone, N. J.—Tenadore Van Cleef, at one time a wholesale grain dealer here, died May 19 at the age of 85 years. He is survived by a son and two daughters.

## NEW MEXICO

Raton, N. M.—A 50-bbl. mill will be erected here which will be known as the Raton Mfg. & Elvtr. Co.

Maxwell, N. M.—T. J. Simmons of the Maxwell Mill & Elvtr. Co., is planning the erection of a flour mill.

## NEW YORK

New York, N. Y.—Edwin Stanard has been elected a member of the Produce Exchange to succeed the deceased N. S. Munger as the New York representative of the Stanard-Tilton Mfg. Co. of St. Louis.

## NORTH DAKOTA

Mazda, N. D.—James Wiltse, mgr. of the Great Western Grain Co., has resigned and will be located at Los Angeles, Cal.

Pillsbury, N. D.—The Farmers Elvtr. Co.'s elvtr. was burned on May 29 resulting in a total loss. The building, which was insured for \$36,000, will be rebuilt. The grain was covered by \$9,000 insurance.

Grand Forks, N. D.—The state industrial commission has let contracts for the installation of equipment in the state-owned mill and elvtr. which is being erected at this time. The plant is expected to be in readiness by September.

## OHIO

Bucyrus, O.—A 10-ton Fairbanks-Morse Scale will be installed in the Reid Elvtr.

Marysville, O.—Otto P. Neutzel recently went to Cleveland to inspect the terminal elvtr. there, with a view to establishing a similar elvtr. here.

The annual meeting of the Ohio Grain Dealers Ass'n will be held June 21 and 22 at Cedar Point, with headquarters at the Breakers Hotel.

Hicksville, O.—This firm has changed hands.—Koch Grain Co., by C. Koch.—The business was formerly conducted by the Moser Grain Co.

Cincinnati, O.—Uptmoor & Rasch, newly established in the grain and millfeed business, have applied for membership on the grain and hay exchange.

St. Johns, O.—The grain business of the St. Johns Grain Co. has been taken over by Elmer Sheets of Botkins. C. M. Dobie and John Brackney were the former owners.

Groveport, O.—I expect to build a frame grain elvtr. here. No contracts have been let.—Wm. Leyshon. (Reports state that this elvtr. will be of 12,000-bu. capacity with 8 bins.)

Mansfield, O.—I recently sold my plant to Thomas A. Scott and Howard Hosler, both of this place and formerly with the Federal Mill & Elvtr. Co.—Mansfield Hay & Grain Co., R. W. James, prop.

New Bavaria, O.—Elmer N. Smith, of Frankfort, Ind., owner of the elvtr. here and those at Holgate and North Creek, recently filed a voluntary petition of bankruptcy, listing assets at \$10,325 and liabilities at \$14,279.75.

Eaton, O.—The contract for the new 15,000 to 20,000-bu. elvtr. of the Eaton Farmers Equity Co. of which W. E. Schlientz is mgr., has been awarded to the Burrell Engineering and Construction Co. for the sum of \$17,000. Work has been started on the elvtr. and it is expected to be completed by August. The building, which will be fireproof, will be of concrete and the machinery will consist of grain cleaners, grinders, a compressed air type dumping apparatus, and a 20-ton scale.

## TOLEDO LETTER.

Raymond Wick of the East Side Iron Elvtr. Co. was married recently to Miss Helen Berdue.

A new dock is being erected on the water-front of the East Side Iron Elvtr., of which Bert Boardman is sec'y.

K. D. Keilholtz was re-elected for another term of three years on the board of trustees of the Y. M. C. A. This is his third election to that office.

The following amendment to the rules of the Produce Exchange was adopted May 31 by vote of the members: Rule 19, Section 1.—All sales made between members of this Ass'n shall be cashed on delivery of receipts transferring the property; and buyers may demand grain, or sellers collect the pay therefor, during business hours of the same day. All deliveries shall be free of storage four days from day of delivery; on such deliveries the seller guarantees the condition of the grain three business days from day of delivery.

The following, to be known as Sec. 10 of Rule 29 was adopted May 31 by ballot vote of members of the Produce Exchange: Any member, firm or corporation accepting orders for the purchase or sale of commodities dealt in under the rules of this ass'n for future delivery, from a non-member corporation, shall obtain in advance from that corporation a written authorization stating that mgr. or officer of the corporation giving order is duly

authorized by his corporation to buy or sell such commodities for future delivery.

## OKLAHOMA

Rosston, Okla.—The Rosston Mfg. Co. is now known as the White Grain Co.

Helena, Okla.—We have installed a dump.—C. E. McCallum, agt. Arkansas City Mfg. Co.

Cyril, Okla.—The Caddo Grain Co. has been out of business for some time and the mgr. is gone.—Bank of Cyril.

Muskogee, Okla.—The Muskogee Mill & Elvtr. Co. has had its charter, which makes the firm a corporation, dissolved.

Orienta, Okla.—The Cherokee Mfg. Co. will probably repair its old elvtr.—Cox Henry Grain Co., Grant Webster, mgr.

Carmen, Okla.—The Sterling Grain Co. recently incorporated for \$25,000. Incorporators: F. N. Winslow, L. A. Fowler and John Henry.

Trail, Okla.—The Trail Grain Co. was recently incorporated for \$3,000 by Ross Craig, J. F. Carter and P. E. Logan, all of Leedey.

Guthrie, Okla.—Suit for the foreclosure of the \$254,000 mortgage on the Guthrie Mill & Elvtr. Co. and the Gresham Mfg. Co. has been started.

Imo, (Inid p. o.), Okla.—The Imo Terminal Elvtr. which was closed because of going into bankruptcy, has been reported as about to operate again.

Rosston, Okla.—We have been troubled with water soaking up thru our boot so have closed down for a short time to repair it.—Farmers Elvtr. Co.

Augusta, (Carmen p. o.), Okla.—The elvtr. here owned by the Carmen Grain & Supply Co. has gone into the hands of a receiver, and the elvtr. has been sold as recently reported.

Mooreland, Okla.—The Mooreland Wheat Growers Co. has been incorporated with a capital stock of \$5,000, by A. S. Jenison, Ira Yount, John Rhynard, Floyd Dale and A. Thanscheidt.

Enid, Okla.—We have discontinued our office at Little Rock, Ark., and the business is to be handled by the C. L. Gordy Co.—Munn Brokerage Co. The company will be located at this place.

Numa, Okla.—The Numa Wheat Growers Ass'n will erect a 15,000-bu. concrete elvtr. here.—Deer Creek Wheat Growers Ass'n, G. A. Roberts. The Numa Co. incorporated for \$12,000 a short time ago.

Covington, Okla.—We are building a new elvtr.; will have a large warehouse in connection and will put in all new machinery to handle all kinds of feed.—Boepple Grain Co., by George Boepple. This will replace the elvtr. destroyed by a tornado.

Attorney-General Short in a talk with J. A. Whitehurst, pres. of the State Board of Agriculture, recently stated that grain owners do not lose the right of supervision of their property in this state by placing it in a warehouse and taking a receipt for it.

Frederick, Okla.—George Abercrombie and I have bot the Whitelock & Holloman Elvtr. as reported and the new firm will be Calvert & Abercrombie. We expect to make some improvements including an air dump and larger wagon scales.—C. A. Calvert.

Oklahoma City, Okla.—The following new members were recently acquired: Goltby Grain Co., Enid; Expansion Grain Co., Chickasha; R. F. Brantly, Hollister; R. M. Newsom Grain Co., Tipton; Davis Grain Co., Knowles, Sterling Grain Co., Carmen.—Grain Dealers Association of Oklahoma, C. F. Prouty, sec'y-treas.

Kingfisher, Okla.—Directors of the defunct Farmers Mill & Elvtr. Co. have purchased the firm for the sum of \$50,000 and have reorganized with a capital stock of \$75,000. Incorporators: B. J. Post, Joseph Danne, Gerd Williams, Sr., Frank Cerny, W. F. Cunningham, C. Bollenbach, Francis Borelli.

Enid, Okla.—The many friends of W. M. Randels and Ben U. Feuquay will be pleased to learn that the W. M. Randels Grain Co. and the Feuquay Grain Co. have been consolidated and incorporated for \$100,000 and will henceforth do business as the Randels-Feuquay Grain Co. In addition to its extensive line of country elvtrs. the new company will conduct a wholesale grain business, buying and selling. The host of friends of both parties in the Southwest wish them every success.

## PENNSYLVANIA

Newville, Pa.—Wm. A. Nickles & Son of Shippensburg will lease the elvtr. to be erected here by the Newville Warehouse Co.

Wayne Castle (Greencastle p. o.), Pa.—The elvtr. of Franklin Miller & Son which was destroyed by fire May 22, will be rebuilt at once.—Hess Blainy Mill Co.

Philadelphia, Pa.—After May 31, we will be located at 2833 N. Broad St.—George A. Magee & Co.—This company, receivers and shippers of grain, was formerly in the Bourse Bldg.

Philadelphia, Pa.—At the meeting of the Commercial Exchange held on May 29, the following addition to Section 8 of Rule XII, was unanimously adopted: "Certificate of Underwriters' Surveyor Covering Loading of Vessels. All freight contracts for vessels loading grain only, on berth terms, shall contain the following clause: should vessel load grain only, vessel to load under inspection of Underwriters' Agents, at her expense, and to comply with their rules."

## SOUTH DAKOTA

Lyons, S. D.—The Lyons Grain Co. is now in charge of George Beig, who recently became mgr.

Broadland, S. D.—Paul Rossbach recently succeeded H. Aughenbaugh as mgr. of the Broadland Equity Exchange.

Kaylor, S. D.—The Younglove Construction Co. is installing a Kewanee Spout in the plant of the Kaylor Farmers Elvtr. Co.

Lesterville, S. D.—A Kewanee Spout is being installed in the plant of the Farmers Exchange by the Younglove Construction Co.

Hudson, S. D.—I am now mgr. for the Farmers Elvtr. Co. here. I was formerly buyer for the Stradus Grain Co.—C. V. Larkin.

Scotland, S. D.—The Farmers Grain & Live Stock Co. is having a Kewanee Spout installed in its plant by the Younglove Construction Co.

Eagle Butte, S. D.—H. A. Johnlee of Bowdle has been elected to succeed Mgr. Hague of the elvtr. of the Eagle Butte Equity Exchange.

Blaia, S. D.—A. B. Roskom, formerly assistant mgr. of the Farmers Elvtr. Co. will be mgr. of the Farmers Co-op. Co. at this place.

Sitka, S. D.—The elvtr. of the Selby Equity Union was struck by lightning the latter part of May. The loss from the fire which followed was insured.

Parker, S. D.—The elvtr. which will be erected here will be owned by the Independent Grain Co. It will have a capacity of 18,000 bus.—Agt. for Shanard Elvtr. Co.

Dell Rapids, S. D.—I am now mgr. of the Farmers Grain Co. here; took possession Dec. 1 and Olif Hage is my successor with the Slaughter Grain Co.—J. R. Gellatly, mgr. Farmers Grain Co.

Ipswich, Edmunds Co., S. D.—One of our customers is contemplating the erection or purchase of an elvtr. for handling country grain, but he wishes especially large storage facilities. A storage capacity of 100,000 bus. would be all right.—Bank of Ipswich, H. E. Beebe, vice-pres.

## SOUTHEAST

Waynesboro, Ga.—The Burke Elvtr. & Marketing Co. has decided to rebuild its elvtr. New officers were elected as follows: G. Vinson, pres., W. D. Bell, vice-pres. and S. B. Bates, sec'y-treas.

Richmond, Va.—Thos. S. Winn & Co. has been incorporated to do a grain and feed business; maximum \$25,000 and minimum \$10,000. Pres. is T. S. Winn, sec'y is A. E. Edwards and Wm. T. Johnson a director.

Cordele, Ga.—The Southern Cotton Oil Co. is planning to erect a huge elvtr. in connection with its already immense equipment at this place. It is intended to be operated separate from the feed mill already in operation.

Norfolk, Va.—The City Council, by an ordinance, has granted a 5-year lease on the municipal grain elvtr. now under construction, to the J. Rosenbaum Grain Co., the city to receive  $\frac{1}{4}$  cent per bushel on all grain handled in the elvtr. and a guaranty besides.

## TENNESSEE

Columbia, Tenn.—Park Bros. are erecting a large grain warehouse to replace the one that collapsed recently.

Memphis, Tenn.—Mrs. Maude Farris won a verdict of \$12,500 against L. P. Cook & Co. Mrs. Farris' husband was crushed in the Cook elvtr. and warehouse while inspecting a car, and the verdict was given because of the belief of carelessness in switching another car on the track while Farris was making his inspection.

## TEXAS

Coleman, Tex.—J. L. Strother has succeeded Rogers & Strother.—Cal.

Nocona, Tex.—D. T. Herring, a grain dealer here, has filed a petition of bankruptcy.

Kings Mill, Tex.—Our post office has been changed from Ecla to Kings Mill.—Ecla Grain Co.

Corpus Christi, Tex.—The erection of a grain elvtr. is being contemplated by Middle Western millers.

Hartley, Tex.—The Hartley Mercantile & Grain Co. is the new name of the Farmers Equity Co.

Walnut Springs, Tex.—The plant of the Walnut Elvtr. Co. was damaged by a destructive storm on May 21.

Petrolia, Tex.—Serious fire loss was sustained when the elvtr. of the Wichita Mill & Elvtr. Co. was burned on May 23.

Mineola, Tex.—Regarding recent reports, will say that our firm is not broke, neither is it in the hands of the receiver.—Steed Grain Co., by D. N. Steed.

Bushland, Tex.—The organization recently formed here by members of the Texas Wheat Growers Ass'n is planning the erection of a 10,000-bu. elvtr.

Dallas, Tex.—The Pearlstone Mill & Elvtr. Co., Inc., was incorporated on May 29 for \$200,000. Incorporators: Hyman and J. S. Pearlstone and Tucker Royall.

Dallas, Tex.—The Morton Mfg. Co. recently increased its capital stock from \$500,000 to \$1,000,000. The company decreased its stock early in February from \$700,000 to \$500,000.

Ft. Worth Tex.—G. C. Henderson has been made mgr. of the Ft. Worth office of the J. Rosenbaum Grain Co., succeeding H. A. Merrill, who was transferred to Kansas City a short time ago.

San Saba, Tex.—The Childress Grain Co. of Temple, has opened its flour mill here. The company purchased the property of the San Saba Mill & Elvtr. Co. last year and has been busy getting it in readiness ever since.

Electra, Tex.—W. R. Andrews has succeeded the Huggins Andrews Co. and is erecting a frame, iron-clad elvtr. to have the capacity of 10,000 bus., which is expected to be in readiness by July 1.

Happy, Tex.—We already own an elvtr. here. We are doing some repairing, that is all.—Chapman Mfg. Co., Sherman, Tex.—Earlier reports stated that this company would erect an elvtr. at Happy.

Dallas, Tex.—We will do a car load, wholesale and retail business, and are manufacturers of a full line of poultry and dairy feed.—Liberty Grain & Feed Co., L. G. Patillo.—This company was recently incorporated for \$30,000.

Vernon, Tex.—At a recent meeting of our board of directors, the following officers were elected: Frank Kell, pres., W. O. Anderson, vice-pres., J. A. Birdsong, sec'y-treas. and C. D. Ashenhurst, general mgr., succeeding Mr. Birdsong.—Kell Mfg. Co.

Canadian, Tex.—The Liske Grain Co. recently incorporated for \$10,000. Incorporators: R. H. Stone, A. Liske and B. F. Tepe. The company has bot the business of the Sanders Grain Co. and is also erecting a 15,000 to 20,000-bu. elvtr. which will cost \$15,000.

Amarillo, Tex.—Frank Kell and E. R. Humphrey, pres. and mgr. respectively of the Great West Mill & Elvtr. Co., have filed a writ of habeas corpus asking that they be released from the charge of short weighing which was brot against them by an inspector of weights and measures. They attack the constitutionality of the weights and measures law.

## UTAH

Cache Junction, Utah.—William Malmberg, mgr. of the Inter-Ocean Elvtr. died May 26 from injury received when two rungs of the ladder he was ascending gave away causing him to fall and fracture his skull. He is survived by a widow and two children.

Ogden, Utah.—R. R. Van Dusen has filed suit against the Holley Mfg. Co., mill and elvtr. operator, in an endeavor to obtain judgment for \$1,430, alleged to have been paid for stock in the company. Stock was purchased with the understanding that were he to become dissatisfied, the Holley Co. would repurchase it, but when Mr. Van Dusen decided he was dissatisfied, however, the company refused to refund his money.

## WASHINGTON

Spokane, Wash.—The Stephens-Smith Grain Co. has gone out of business and Richard Stephens, pres., is now connected with the newly established firm, R. J. Stephens Grain Co.

Mohler, Wash.—The Mohler Union Warehouse was recently leased by the Odessa Union Warehouse for two years. The latter company, of which S. Reiman is mgr., now operates seven warehouses.

Seattle, Wash.—The first public hearing to consider the proposal to prescribe rules fixing discounts on smutty wheat and on grain containing an excess of moisture; and to provide for the bonding and licensing of public grain and hay warehouses and the issuing of uniform warehouse receipts will be held on June 12. The next meeting will be held June 13 at Portland, Ore.

## WISCONSIN

Marshfield, Wis.—Louis Salter, mgr. of the Sparr Cereal Co., which company operates a mill and elvtr., has disposed of his holdings and is planning to locate on the Pacific Coast.

### MILWAUKEE LETTER.

Directors of the Chamber of Commerce recently elected David Owen as a trustee of the gratuity fund.

The Johnstone-Templeton Co. has removed from the Mitchell Bldg. to the Chamber of Commerce Bldg.

V. F. Yahr of Princeton was elected a member of the Chamber of Commerce and the membership of John A. Stolper, deceased, has been transferred.

Edwin R. Godfrey, Sr., a member of the Chamber of Commerce, and at one time in the flour and feed business with I. M. Davis, died June 1, at the age of 80 years, his death being the result of a breakdown. He is survived by five children and seventeen grandchildren.

## WYOMING

Baggs, Wyo.—We have no mill or elvtr. at this place. False report.—E. Penland, P. M.

CORN GRITS make a splendid starchy vegetable dish that will take the place of potatoes at one-fifth the cost and of rice at one-third the cost for the same number of calories, said W. N. Adams, pres. of the American Corn Millers Federation, at a meeting of the Federation June 3.

### 'Tis a Sad Story.

Having received word from the Mexican government that June 1, there would be in effect an import tax amounting to 28c per bu. on corn and 65c on wheat, grain companies in all parts of the country began to rush their grains to the border to beat the time limit. Notably among these were three special trains of corn, shipped by the Smith-Weekes Brokerage Co. of Kansas City on account for the Blue Star Elevator of San Antonio, Texas. Smith-Weekes received the order to ship on May 25 and before evening of the same day, the 90 cars had been made into three special trains and were enroute.

Report has it that the arch bandit Villa is a large grower of wheat in Mexico, and seeing that the shippers in the United States were hastening to get the grain into Mexico before the tariff went into effect, pulled the governmental strings with such good effect that he succeeded in having the tax put into effect ahead of the schedule time. The result is that there are now many cars of grain at the border which arrived too late, and which will probably be diverted and sold elsewhere.

# The GRAIN DEALERS JOURNAL.

## Seeds

CATES, IND.—Bumper crop of clover in this section.—Cates Elvtr., S. J. Mettee, mgr.

VERNAL, UTAH.—Frank L. Davis is in charge of the office opened here by the J. G. Peppard Seed Co. of Kansas City.

MILWAUKEE, WIS.—The Great Lakes Seed Co. has been incorporated for \$500 by M. Malone, W. Lemborn and C. Ekle.

PHILADELPHIA, PA.—The Lancaster Seed Co. has been declared bankrupt. Assets are given at \$52,965.75 while liabilities are listed at \$68,079.46.

THE WESTERN SEED Men's Ass'n re-elected Fred W. Mangelsdorf, Atchison, Kan., president. Vice-president is Harold Chesmore, secretary Max F. Wilhelmi and treasurer Henry Winheim.

MACON, ILL.—Clover was never better and this community will put up more clover hay than it has in many a year. Quite a good many soy beans will be sowed this year.—Macon Grain Co., J. S. Guthridge.

IRONTON, O.—Soya beans are getting more popular. Mammoth yellow is the favorite but Hollybrook is gaining in popularity. Season has been backward due to rain. Business conditions are improving.—Reliance Seed Co.

WINNIPEG, MAN.—J. D. Smith resigned June 1 as chief inspector of the seed and weed branch of the provincial government. He was for seven years in charge, ill-health forcing him to give up his work. W. J. Stephen has succeeded him.

RIVERTON, IA.—W. G. Sherman and Mr. Chambers, formerly owners of the elevator here, have sold their holdings, and will hereafter be associated in the seed business only. They are planning improvements on their seed building this summer.

More than 20,000 colonists have been loaned a total of \$6,184,000 by the Argentine government to purchase seed under the seed loan decree which went into effect March, 1917. G. S. Brady of Buenos Aires is the United States trade commissioner.

MINNEAPOLIS, MINN.—The building on Bridgesquare, formerly occupied by Northrup, King & Co., has been sold by them to a drug company. It was built by them in 1896 and had been occupied until four years ago, when they moved to their new plant.

LEXINGTON, KY.—A new seed company has been organized here known as the Lexington Seed Co. A. B. Bleidt, formerly associated with the C. S. Brent Seed Co., is pres. G. Clay Goodloe, formerly at the head of the Goodloe Seed Co. is also connected with the new company.

### Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during May, compared with May, 1921, were as follows:

|                              | Receipts  |           | Shipments |           |
|------------------------------|-----------|-----------|-----------|-----------|
|                              | 1922      | 1921      | 1922      | 1921      |
| Chicago, bus.....            | 102,000   | 157,000   | 211,000   | 1,000     |
| Duluth, bus.....             | 84,805    | 421,2'5   | 213,587   | 865,895   |
| Milwaukee, bus.....          | 10,010    | 13,800    | 15,647    | 410       |
| Minneapolis, bus.....        | 294,720   | 576,740   | 46,040    | 71,440    |
| Winnipeg .....               | 261,800   | .....     | .....     | .....     |
| <b>CLOVER</b>                |           |           |           |           |
| Chicago, lbs.....            | 279,000   | 418,000   | 681,000   | 370,000   |
| Milwaukee, lbs.....          | 193,545   | 20,007    | 1,015,723 | 802,205   |
| *New York, bags.....         | 1,350     | .....     | .....     | .....     |
| Toledo, bags.....            | 747       | 418       | 1,297     | 484       |
| <b>TIMOTHY</b>               |           |           |           |           |
| Chicago, lbs.....            | 1,263,000 | 2,368,000 | 2,665,000 | 1,550,000 |
| Milwaukee, lbs.....          | 425,762   | 527,240   | 814,534   | 133,786   |
| Toledo, bags.....            | 47        | 3         | 4,584     | 3,976     |
| <b>OTHER GRASS SEEDS</b>     |           |           |           |           |
| Chicago, lbs.....            | 1,054,000 | 58,000    | 1,236,000 | 1,259,000 |
| <b>KAFIR AND MILO</b>        |           |           |           |           |
| Kansas City, bus.....        | 199,100   | 301,400   | 292,000   | 428,000   |
| St. Joseph, bus.....         | 9,000     | 33,000    | .....     | .....     |
| Wichita, bus.....            | 13,200    | 8,000     | 11,000    | 8,000     |
| <b>OTHER SEEDS</b>           |           |           |           |           |
| Wichita, cane seed, bus..... | 1,200     | .....     | 1,200     | .....     |

\*Clover and other grass seeds.

VEGETABLE SEEDS, excepting peas and beans, can now be exported from Germany without export license. Peas and beans still command an export duty of 10%.

MONTREAL, QUE.—The balance sheet of the Seed Grain Purchasing Commission up to November, 1921, shows a surplus of \$259,682.21, after all liabilities have been allowed for. Hon. W. R. Mothwerwell, minister of agriculture announced recently in Parliament that the Commission would be continued.

THE QUALITY of Idaho-grown seed has been very materially increased the past season, due to weed control work, states C. B. Ahlson, field agronomist and state seed commissioner. A wider campaign is planned for this year and weed control demonstrations will be held in the principal seed producing sections during July and August.

MINNEAPOLIS, MINN.—The weather in our domestic seed areas has been very favorable for flaxseed. The majority of estimates to date indicate very little change in the U. S. acreage and some increase in the Canadian acreage. Probably it will be thirty days before close figures can be given.—Archur-Danels Linseed Co.

TOLEDO, O.—Clover seed had few changes this week. Fair trade. Weather been ideal. Reports we have printed this week all run alike. Brilliant prospects; heavy growth; more of it ten days ahead of the season, which is usually a good sign. Acreage heavy. Been rather unanimous and surely can't get better. If anything happens it must be against the crop. Some of the letters speak of crop being ten days ahead of schedule, which is more favorable for a good finish. However, the crop is not made and has some distance to go. Just as bright prospects have been shattered before. Something may happen before the finish. At that the eleven dollar October price may be on debatable grounds. We go into the new crop with very little old seed left over in all positions, even with the fairly large imports reported past six months.—J. F. Zahm & Co.

ON JUNE 1 an import duty went into effect of 4 centavos per kilo on wheat and 2 on corn on all shipments into Mexico.

### New Toledo Seed Grades.

Effective July 1 the Toledo Produce Exchange has established the following grades for prime red clover, prime alsike and prime timothy:

**Prime Red Clover:** To be fair color, dry, sound, reasonably clean and only slightly mixed with brown. Purity shall not be lower than 99.25%. Dodder contents shall not be greater than one grain in every five grains of seed. Shall not contain in excess of  $\frac{1}{2}$  of 1% of other varieties of seeds of alfalfa, alsike clover, white clover and sweet clover; nor in excess of  $\frac{1}{4}$  of 1% of any one variety of the above seeds. Shall not contain in excess of  $\frac{1}{2}$  of 1% of inert matter and weed seeds. Content of weed seeds shall not be in excess of  $\frac{1}{4}$  of 1% of any one variety.

**Prime Alsike:** To be fair color, dry, sound, reasonably clean and only slightly mixed with brown seeds. Purity shall not be lower than 98.75%. Shall not contain in excess of  $\frac{1}{2}$  of 1% of other variety of seeds of red clover, alfalfa, timothy, sweet clover and white clover, nor more than  $\frac{1}{4}$  of 1% of any one variety of the above seeds, excepting white clover. Shall not contain in excess of 1% of weed seeds and inert matter. Content of weed seeds shall not be in excess of  $\frac{1}{4}$  of 1% of any one variety.

**Prime Timothy:** To be fair color, dry, sound and reasonably clean. Purity shall not be lower than 99.50%. Hulled seed contents shall not be greater than 25%. Weed seed contents shall not be in excess of  $\frac{1}{4}$  of 1%.

The requirements for prime clover, alsike and timothy, as regards color, style, plumpness and general quality, shall be a standard established at the beginning of the crop year by the Seed Com'ite of the Toledo Produce Exchange.

The official certificate of purity shall be issued by the Commercial Seed Laboratory of Toledo, conducted under the supervision of Mr. Benedict at a fair cost for services. Same shall be final, subject to condition that a new test can be asked for by the seller. On all deliveries on prime clover, alsike and timothy, the certificate of purity shall follow the seed and be attached to invoice of delivery, the cost of which to be paid by the buyer.

### Iowa Seed Dealers Meet.

The regular annual meeting of the Iowa Seed Dealers Ass'n was held at the Savery Hotel, Des Moines, Ia., on June 7, 1922, and the following officers were elected for the coming year, pres., H. W. Talbott, Osceola, Ia.; vice-pres., Henry Kling, Cedar Rapids, Ia.; Sec'y, A. M. Eldridge, Shenandoah, Ia., and treas., J. T. Hofler, Nora Springs, Ia.

Prof. L. C. Burnett, Farm Crops Department, Iowa State College, of Ames, gave a very interesting talk on subjects of importance to farmers and seed dealers.

E. L. Redfern of the Iowa Food and Dairy Commission gave a talk on the new Iowa Seed Law, the application of it, and a general discussion was afterwards entered into in a very profitable way.

Mr. Redfern complimented the seed dealers of Iowa for the manner in which they were endeavoring to comply not only with the letter of the law but the spirit of the law. And the seed dealers in turn were very gratified to have the cooperation of Mr. Redfern in regard to this matter.

Five new firms were admitted to membership, namely: J. Rosenbaum & Son, Centerville, Ia.; Harris & Son, Williamsburg, Ia.; Dehner Seed & Supply Co., Burlington, Ia.; American Horticulture Co., Des Moines, Ia.; Haley-Neeley Co., Sioux Falls, S. D.

A luncheon was served at noon in the Chamber of Commerce dining room.

The Ass'n is looking forward with much anticipation and pleasure to the September called meeting on the college grounds at Ames.—A. M. Eldridge, sec'y.

### Plant Quarantine Conference at Washington.

Many members of the seed industry gathered at Washington May 15 and 16 to consider the necessity for changes in the provisions of Quarantine No. 37 and in regulations No. 3 issued thereunder.

After discussing the question from all angles for more than a day, an advisory com'ite was appointed to make a report to Sec'y of Agri. Wallace, embodying such changes as they believe to be necessary. Those on the com'ite are: Professor J. C. Whitten, horticulturist of the University of California; Dr. A. F. Woods, pres. of the University of Maryland Agricultural College, and M. R. Cashman, pres. of the American Association of Nurserymen.

Much of the discussion centered around bulb exclusion.

The society of American Florists and Ornamental Horticulturists recommended that Quarantine No. 37 be entirely withdrawn, and plants that are found to be carriers of known diseases be barred from time to time by specific quarantines. They also recommend that the "blanket rule" which bars out all plant products except those admitted by the board, be turned around so that it will freely admit everything, except products found to be carriers of insects or diseases, which would be barred by quarantine.

### Imports and Exports of Seeds.

April imports and exports of seeds, compared with April, 1921, and for the 10 months ending with April, are reported by the Buro of Foreign and Domestic Commerce as follows:

#### IMPORTS

April 1922 1921 1922 1921 1922  
Beans, bus..... 19,430 62,150 779,459 231,370

Peas, bus..... 13,217 100,489 1,489,656 661,734

Castor beans, bus. 40,352 83,464 609,172 1,147,059

Flaxseed, bus. 1,091,584 473,161 13,561,434 10,663,549

Red clover, lbs. 1,766,617 1,496,296 10,513,193 83,962,952

Other clover, lbs. 3,083,046 1,158,700 13,075,059 15,807,841

Other grass seeds, lbs. 766,488 1,085,098 7,079,770 16,895,191

Sugar beet seeds, lbs. 1,187,045 342,177 19,194,132 3,942,072

#### EXPORTS

Beans, bus..... 158,308 92,430 1,017,298 971,922

Peas, bus..... 8,835 5,677 155,086 80,401

Flaxseed, bus..... 33 13 1,394 2,204

Clover seed, lbs. 394,357 227,521 5,326,551 3,924,259

Alfalfa, lbs. 220,193 751,109

Timothy, lbs. 1,166,046 1,127,820 14,275,055 18,829,659

Other grass seeds, lbs. 369,959 581,716 5,091,012 3,788,998

Southern Seedsmen's Meeting Well Attended.

The fourth annual convention of the Southern Seedmen's Ass'n was held at the St. Charles Hotel, New Orleans, La., May 29, 30 and 31. The meeting on May 29 started in accordance with the program with Mayor McShane delivering the opening address, and being responded to by D. R. Mayo of Knoxville, Tenn.

President Joseph Steckler of New Orleans followed with an address in which he emphasized the need of greater co-operation between the seedsmen and the planters. His address follows in part:

President's Address.

At one of our former conventions an effort was made to bring about some plan by which the surplus stock of one might be the means of aiding another short on that particular stock. A relief to both. A loss prevented on one side, a satisfied customer on the other. I earnestly believe that more attention should be given to this question than has been given it in the past and that if the idea be developed to its fullest, we would be greatly surprised at the results, not to say extremely benefited.

The National Garden Bureau has to the satisfaction of all carried the burden it undertook, but we can do our individual share and thereby supplement and support the work which the Bureau is doing.

**Transportation Charges.**—While it is the fact that the consumer, and not the shipper, bears the transportation charges, we seldom hear of anyone except the shipper attacking a freight rate as too high, unduly prejudicial, or otherwise unlawful. The reason is not a mystery. The consumer does not pay the freight charges as such. They are hidden from his view in the retail prices, just as are the indirect taxes and duties levied upon articles of commerce.

On the other hand, the freight rate is in clear view of the shipper. He pays the freight charges in the first instance, and even though he passes them along later in the price of his goods, he still is interested in their measure, since such charges constitute an expense that enlarges the ultimate selling price. And the enlargement of the ultimate selling price spells the lessening of the number of sales and of the sizes of the sales. Certainly, this is a matter which calls for our best thought and most serious attention, and I trust you gentlemen will appoint a com'ite here today with plenary powers to take such action in the matter as they shall deem proper.

Informal addresses were given by Leonard H. Vaughan, Chicago; Clifford Corneli, St. Louis, Mo.; H. G. Hastings, Atlanta, Ga.; John Ross, Memphis, Tenn.; C. S. Clark, Wakeman, O., and others.

Monday afternoon was passed by a boat ride on the Mississippi. Altho it rained nearly all the time, an interesting time was had.

Tuesday's addresses were delivered on schedule, Hon. Harry D. Wilson, Com. of Agriculture, speaking on "Resources of Louisiana and Value of Good Seed from the Farmers Standpoint." "Relation of Seed Laboratory to the Seedsmen" was the text of James L. Burgess, Agri. Dept., North Carolina, and H. G. Hastings, Atlanta, Ga., spoke on the "Essentials in Building a Mail Order Seed Business." Fred I. Meyer of New Orleans followed with an address on the value of "Advertising."

Entertainment for the ladies on this day consisted of a walking trip thru the French Quarter, followed by a trip by all delegates to the Southern Yacht Club where dinner was served. Dinner was also given at 8 p. m. at the famous Louisiana Restaurant, all the delegates attending.

After the executive session held Wednesday morning, the meeting adjourned. New officers elected at this executive meeting were: President, D. R. Mayo, Knoxville, Tenn.; vice-president, Dick O'Bannon, Sherman, Tex.; second vice-president, John Ross, Memphis, Tenn.; sec'y-treas., Frank S. Love, Montgomery, Ala. Directors elected were H. G. Hastings, Atlanta, Ga.; H. M. Kilgore, Plant City, Fla.; and L. P. Cohen, Huntsville, Ala.

It was decided to hold the next meeting at Knoxville, Tenn.

Program of the American Seed Trade Ass'n Meeting.

For the fortieth annual convention of the American Seed Trade Ass'n to be held at the Sherman Hotel, Chicago, June 21, 22 and 23, the following program has been arranged:

Wednesday, June 21, 10 A. M.

Address of Welcome—Lemuel F. Owen, Chicago.

President's Address. Reports of Secretary and Treasurer.

Report of Membership Com'ite—Alex Forbes, Chairman.

Report of Com'ite on Customs and Tariff—J. C. Vaughn, Chairman.

Report of Com'ite on Postal Laws—G. F. Bradley, Chairman.

Report of Com'ite on Necrology—Chas. Guelf, Chairman.

Wednesday Afternoon, 2 P. M.

Report of Com'ite on Garden Bureau—L. H. Vaughn, Chairman.

Report of Com'ite on Nomenclature and Registration—Francis C. Stokes, Chairman.

"The Growing of Vegetable Seed in California"—Lester R. Morse.

"Seed-Borne Diseases"—Dr. C. R. Orton.

Wednesday Evening.—Entertainment.

Thursday, June 22, 9:30 A. M.

Report of Legislative Com'ite—Chas. D. Boyles, Chairman.

Report of Counsel—Curtis Nye Smith.

Executive business. Election of new members.

Thursday Afternoon, 2 P. M.

Joint session with Ass'n of Official Seed Analysts.

"Research and Seed Testing"—Dr. E. H. Tool.

"Problems of a Commercial Seed Analyst"—W. C. Pfraender.

"Safeguards in the Seed Business"—Leonard H. Vaughn.

"Some of the Difficulties Field Seedsmen Encounter in Securing Clean Seed"—George S. Green.

"Practical Co-operation Between Seed Trade and Seed Analysts' Ass'n"—W. L. Oswald.

Thursday Evening.—Annual Banquet.

Friday, June 23, 9:30 A. M.

Report of Com'ite on Experiment Stations—H. H. Miller, Chairman.

Report of Com'ite on Seed Testing Apparatus and Publicity—C. C. Massie, Chairman.

"The Farmer and the Seedsman"—James R. Howard.

Miscellaneous and unfinished business. Election of officers.

Can Use Old Forms of B/L.

R. N. Collyer, chairman of the Uniform B/L Com'ite, Eastern Group, New York, issued notice May 31 to shippers and carriers in official classification territory, as follows:

"In view of the extension made by Southern and Western roads in the time limit for use of old forms of domestic bills of lading with stamped notation, as shown in circulars of this Committee dated Feb. 7 and March 3, 1922, it is apparent that confusion and complaint will arise if a similar extension is denied in eastern territory. It is therefore recommended by this Committee that such bills of lading be accepted up to but not later than Dec. 31, 1922."

Therefore the old forms of B/L when properly endorsed by rubber stamp can be used in Official, Western and Southern Classification territory. The rubber stamp should read as follows:

"This shipment is tendered and received subject to the terms and conditions of the Company's Uniform Bill of Lading, effective March 15, 1922. This receipt is NOT NEGOTIABLE and if the shipment is consigned 'To Order' must be exchanged for the Company's Uniform Order Bill of Lading."

Shipper's Signature. Agent's Signature."

J. H. Beek, sec'y of the National Industrial Traffic League, states that "It is to be noted that the extension of time applies to *Straight Bills of Lading only*. If shippers and bankers interested in *Order Bills* are satisfied with the old form, and bankers will accept them, it is probable they may also be used, but we suggest again the propriety of taking no chances in dealing with a negotiable instrument. We recommend that shippers 'play safe' and use the new forms of *Order Bills* immediately."

As given in a report issued June 2, by the Bureau of Markets of the Dept. of Agri., the cotton crop is 69.6% of normal, as compared with 66.0% May 25, 1921, and 62.4% on May 25, 1920.

# It's Money in Your Pocket

to use the Universal Grain Code. Read the following letter, written by a firm that is well known and who are users of the Universal Grain Code.

111 W. Jackson Blvd.

Chicago, Nov. 3, 1920.

Grain Dealers Journal,  
305 So. LaSalle St.,  
Chicago, Ill.

Gentlemen:

We beg to advise that ever since the publication of the Universal Grain Code, we have used it continually with most of our brokers, and find it very satisfactory indeed. We found it a little difficult at first to educate some of our brokers to its use, but finally overcame any objections they had and now we use it almost entirely in transacting our cash grain business between the various markets in the East and Chicago. It is not only very complete in all details but is made up in a manner that permits of considerable saving in telegraph toll.

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Grain Dealers Journal  
309 So. LaSalle St. CHICAGO

# Patents Granted

1,415,568. **Grain Separator.** Dmitro Hryniwich, Livermore, Pa. Beneath the feed hopper is a set of screens moved in a circular path. Perpendicular side plates removably support the side plates.

1,415,816. **Grain Bin.** Francis R. Edwards, Jacksonville, Fla. The bin has ventilating openings at top and bottom, which may be closed at will. A fumigating trough thru bin enables contents to be fumigated thoroly.

1,415,960. **Bag Holder.** John Sturrock, Chicago, assignor to International Harvester Co. A frame, a ring within the frame, are combined with bag piercing means carried thereby, and means for guiding piercing means to operative and inoperative position is fastened to ring.

1,416,312. **Automatic Weighing Machine.** Henri Vincent Adam, Djocja, Java. An automatic weighing device has two tiltably mounted troughs, adapted to be alternately filled and discharged. Two locking devices are operated by electro-magnetic means so that troughs may be locked upright or tilted, one at a time.

1,415,811. **Apparatus for Cleaning and Separating Seeds and Grain.** Frederick M. Dossor, Doncaster, England. A frame has escalloped wheels thereon, with rounded or comparatively shallow scallops; pivoted lever arms on frame, carrying small roller engaging scallops, pins or trunnions on sieves resting in slotted bearings on lever arm.

1,415,610. **Wild-pea Separator.** Charles L. Palmer and John R. Hollister, assignors to Roll-em-out Mfg. Co., Sleepy Eye, Minn. An oscillating shoe, in a separator, having inclined plates therein, moves to feed the material from plate to plate, the elongated seeds staying at top of plate while spherical seeds roll to the lower end. Process is continued thru series of plates.

1,415,901. **Bag Holder.** John N. Schwalen, New Richmond, Wis. A support, a hanger slidably carried by said support, a longitudinally slotted cross bar carried by hanger, having upper and lower flanges; with carrier blocks between flanges, arms pivotally connected with ends of blocks, springs connected with blocks and extending thru slot of cross bar and connected with rear end of arms.

1,416,489. **Grain Separator.** William T. Mersonich, Minneapolis, Minn. The pneumatic grain cleaner has a combination of a casing, an inclined trough-like runway thru casing, with a perforated bottom. The casing forms an air chamber above the trough, and has imperforate walls, a fan in connection with casing, carrying lighter material upward and out, the heavier material falling down the runway.

1,418,152. **Cast-Metal End for Conveyor Rollers.** Robert Smith Logan, Louisville, Ky., assignor to Dow Wire & Iron Works, Louisville, Ky. The roller includes a tubular body provided near each end with a plurality of openings transversely thru wall of roller, a cast metal end in each end portion of the roller, each cast metal end having lugs entering said openings in roller and a central metal bushing in each cast metal end for placing a bearing.

1,418,163. **Truck and Wagon Dump.** Willard A. Petteys, Wilcox, Neb. The dumping apparatus consists of a supporting body having openings to receive rear wheels of motor-driven vehicle, a rotating set of gears engaged by the rear wheels which permits the lowering of supporting body and thereby dumping the vehicle's contents. Means are provided for bringing dump upright after having been lowered. It is entirely operated by the vehicle it is dumping.

1,416,752. **Corn Stringer.** Charles Marsh Putnam, Alma, Mich. This device is composed of an upstanding frame, complementary sliding frames mounted therein, a rope connecting sliding frames, a pulley supporting the rope, a tension table attached to upstanding frame, provided with spring plates and bolts, and a slanting table also attached to frame. Movement of the sliding frames in connection with string coming thru tension means, cause the stringing of ears of seed corn in parallel relation.

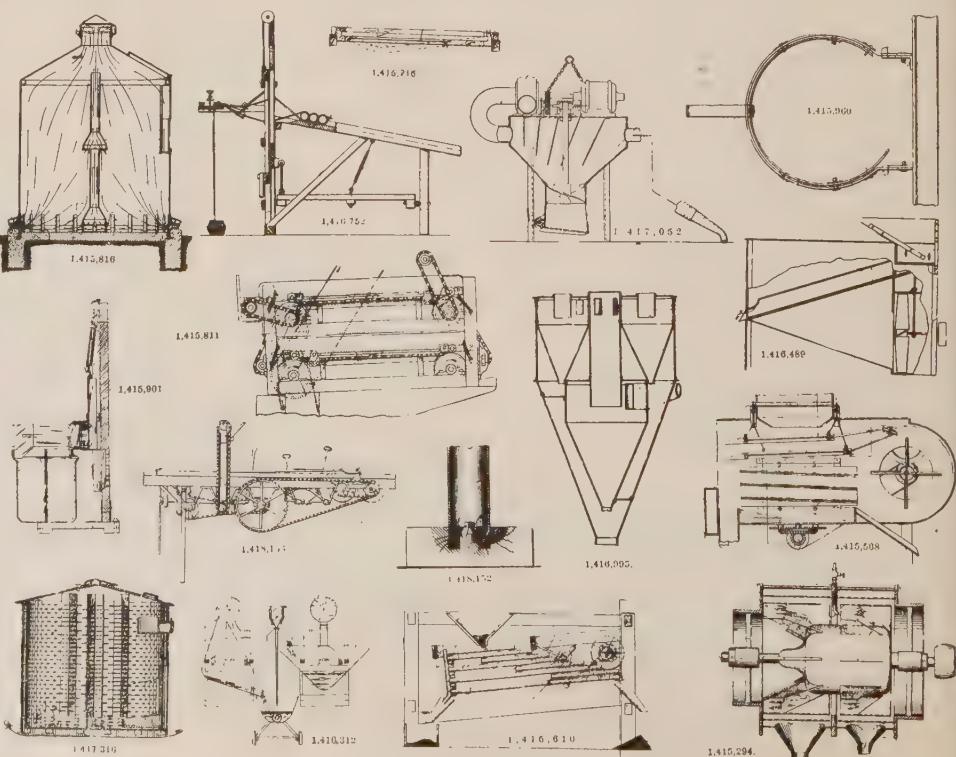
1,417,052. **Pneumatic Conveyor.** Justus A. Gasteiger, Dormont, Pa. In a pneumatic conveyor are combined a suitable receptacle, means for maintaining suction in receptacle, downwardly extending baffles in receptacle, a sealing chamber below the receptacle as a discharge outlet for same, a vertical spiral conveyor in sealing chamber and a valve for controlling discharge outlet of sealing chamber.

1,416,995. **Dust Collector.** Edmund H. Stroud, Chicago, Ill. A dust collector has in combination a primary dust collecting chamber and a number of secondary chambers, the chambers having dust outlets, peripheral air inlets and axial air outlets. Means is provided for conducting the air passing from the primary chamber to air inlets of secondary chambers, a casing enclosing secondary chambers and having a conical opening at lower end for dust outlet.

1,415,746. **Grain Door.** Arthur Coulson Watson, Sarnia, Ont., Can. The grain car door is adapted to be opened by the outward pressure of the grain within the car. It is composed of a frame structure having rabbet grooves in outer vertical edges, adapted to fit in vertical grooves in two adjacent car timbers. A series of door sections fitting together in said grooves, are locked together by a bar pivotally secured to one section and fastened to all other sections.

1,415,294. **Dust Separator.** William J. Baldwin, Brooklyn, N. Y. In an apparatus for separating gas from heavier materials, are a combination of a shaft extended longitudinally within an outer casing, primary and secondary cylindrical screens attached to the shaft with open ends adjacent for the free passage of gas, a drum upon the shaft arranged to clear the inlet of the primary screen to freely admit the gas, and extended thru the secondary screen, fan blades connecting the drum with the screens and operating to propel the gas into and thru the two screens. Means are provided for spraying moisture into the gas between the secondary screen and the drum, and a drum operates to crowd the air toward the secondary screen and discharge agglomerates thru it.

1,417,316. **Drying Grain Bin.** James F. Green, Jarbalo, Kan., assignor of one-half to B. F. Samuels, Leavenworth, Kan. The bin consists of a portable base, a flat bottom resting on the base, a cylindrical shaped perforated shell rising from bottom, a roof resting on the shell, a weather proof opening in the shell, laterally disposed rectangular pipes along the bottom, the pipes opening outwardly thru shell, the side and upper walls of the pipe being perforated. Perforated pipes extend upward and present open ends underneath and adjacent to the roof. An outer shell encircles perforated shell and extends upward to near roof, leaving an opening between two shells and under roof. Pipes are weatherproofed so air can enter at tops and bottom and rain cannot enter pipes.



# Grain Carriers

CONTRACTS have been awarded by the B. & O. for 4,000 steel freight cars of the hopper and gondola type, and 1,000 box cars aggregating \$6,000,000.

THE NORFOLK & WESTERN railroad financing arrangements for the purchase of 4,000 new freight cars and seven dining cars were given approval by the Interstate Commerce Commission.

THE STEAMER CONESTOGA, carrying wheat from Port Colborne to Montreal, burned to the water's edge, May 21, with a loss estimated at \$250,000. Several of the crew of 22 men were badly burned while trying to extinguish the blaze.

KANSAS CITY, Mo.—The Transportation Department of the Board of Trade has prepared a simple compilation of rates on grain from all points in Kansas, Nebraska, Oklahoma and parts of Colorado to Kansas City, Chicago, St. Louis, Minneapolis, Memphis, Group 1, Texas and for export. Copies are available at \$10.

THE COST OF LEAKAGE of grain from Canadian National Railway cars between points of shipment in western Canada and the head of the lakes during the past railway year was \$193,339, according to Hon. C. W. Kennedy, minister of railways in the Canadian government. In 1921 the amount charged to operating expenses for grain doors was \$384,000, of which \$55,000 was for repairs.

THE OPERATION of certain schedules which proposed changes in routing of shipments of grain, grain products, etc., originating in Colorado, Iowa, Kansas, Missouri, Nebraska and Wyoming and destined to Idaho, Montana, Oregon, Utah, Washington, Wyoming and British Columbia has been suspended from June 1 to September 29 by the interstate commerce commission.

The Interstate Commerce Commission granted on June 8, permission to the railroads to file tariffs in conformity with the 10% rate reduction effective July 1, on three days' notice instead of ten as previously provided. Certain other details regarding tariff publication were also waived.

THE M. K. & T. has purchased 2,500 freight cars. Of the 2,500 freight cars, 1,500 are of 80,000 pounds capacity.

REPARATION has been awarded to the Charleston Milling Co. of Sikeston, Mo., by the Interstate Commerce Commission, on five cars of wheat shipped during September and October 1918, from Sikeston and Benton, Mo., to Atlanta, Ga. Overcharge amounted to 1c per 100 pounds.

Cars loaded with revenue freight for the week ending May 27, totaled 821,121, an increase of 25,786 over the corresponding week last year. The Monon handled 21,345 cars during the month of May compared with 15,762 the corresponding month last year. There were 153,418 cars handled by the Illinois Central during May, compared with 135,473 in May, 1921.

CHICAGO, ILL.—J. S. Brown, manager of the transportation department of the Board of Trade, announces that the book of grain rates "No. 4 West of Mississippi River" containing rates on grain to Chicago from points in Iowa, Missouri, Minnesota, South Dakota and North Dakota, as well as minimum weights, is now ready for distribution and may be obtained from his department at \$5 per copy.

EFFECTIVE June 15, the Grand Trunk Railway will establish a reduced minimum carload of 40,000 lbs. on grain and grain products in packages, in connection with its lake-and-rail route to Baltimore on export traffic routed via Buffalo and the Pennsylvania Railroad. The minimum is in connection with the following rates, Duluth to Baltimore, flour 26c per 100; grain products (except flour) 27c; grain (in bags) 27c.

THE BUNCHING rule of the National Industrial Traffic League will be put into effect July 1, the American Ry. Ass'n has informed the League. Cars will be considered bunched if tendered for delivery on one day, tho moving from different points or via different routes to destination. Such free time will be allowed as the consignee would have been entitled to had the cars been placed or tendered for delivery in the order of their arrival.

A NEW BASIS for rates on grain, grain products, etc., from Oklahoma points to Texas consuming points was prescribed by the Interstate Commerce Commission, June 7. The commission found in general that rates from Oklahoma to Texas points were higher than rates for equal distances entirely within Texas. A detailed plan was laid down in the opinion for railroads to follow in altering the rate schedules, to prevent prejudice to Oklahoma shippers and preference to Texas shippers. against Baltimore and Philadelphia.

THIRTY-SEVEN RAILROADS of the eastern division have accepted the 10% freight rate reduction of the Interstate Commerce Commission and the southeastern lines have decided to make no fight against the ruling. This is expected to bring a prompt decision from the western roads. At a meeting May 29, railroad executives of the Association of Western Railroads withheld their decision, pending action by the other roads of the country, on the \$400,000,000 rate cut.

KANSAS CITY, Mo.—The Board of Trade transportation buro is in receipt of information to the effect that the general rate reduction to become effective July 1 will affect rates on grain to Memphis and New Orleans. The reductions will make new rates from Kansas City to Memphis of 24c per 100 lbs. on wheat, and 22.5c on corn; to New Orleans, 40.5 and 39c. These reductions are not yet final, as tariffs have not as yet been filed. These changes will be reflected in the rates to points in Mississippi and western Tennessee and also from Kansas City and Omaha to interior Louisiana.

THE Interstate Commerce Commission has fixed July 11 as the date for beginning hearings in Chicago on the complaint of the Balti-

more Chamber of Commerce and other trade organizations of the Atlantic seaboard and Western cities against the differential on grain in favor of the Gulf ports. This complaint has no direct connection with the differential complaint of Boston and New England interests

FREIGHT CARS IDLE on American railroads because of business conditions totaled 504,702 on May 23, compared with 512,196 on May 15, or a decrease of 7,494 cars, according to the American Railway Ass'n. Of the total, 329,634 were surplus freight cars in good condition ready for immediate use, and the remaining 175,068 were in bad order. The Illinois Central states that there has been a decrease of 36% in grain deliveries as compared with this period last year. The St. Paul reports that grain deliveries are 70% heavier now than the same period last year. The Northwestern states that grain increased 106% above last year, this being the heaviest increase of all commodities. On the Burlington grain deliveries increased 31% over the same period last year.

SCHEDULES filed to become effective Jan. 26 and Feb. 5, 1922, were suspended by the interstate commerce commission until June 25, 1922, and have subsequently been ordered cancelled. They proposed to eliminate the transit arrangement on grain and seed at Schuyler, Neb., origination at points on the C. B. & Q., west of Lincoln and Chester, Neb., destined to Missouri River points, Chicago, St. Paul, and Duluth, Minn., and other points taking the same rate. The proposed cancellation would result in the application of rates higher than those now applicable, and upon protest of the Wells-Abbott-Nieman Co. the commission heard the case and cancelled the schedules, as applied to freight shipped via Fremont. The schedules will apply on freight shipped via Columbus, Neb.

THE PROPOSED joint proportional rates on grain and grain products from Minneapolis and other points in the northwest to points in trunk line territory and New England have been found unjustified and ordered cancelled by the Interstate Commerce Commission. By schedules filed to become effective Nov. 1, 1921, the northwestern carriers proposed reduced proportional rates on grain and grain products applicable all-rail, rail-lake, and rail, lake and canal, from Minneapolis, St. Paul and Minnesota Transfer, Minn., and all-rail from Duluth, Minn., Itasca and Superior, Wis., to points in trunk line territory and New England. Upon protests filed in behalf of Chicago, Duluth, the Missouri River cities and other points, the operation of the schedule was suspended to Mar. 31, 1922, and subsequently voluntarily postponed by the respondents to July 1, 1922.

THE HEARING of the complaint of the Milwaukee Chamber of Commerce against the C. B. & Q. and other railroads, before the interstate commerce commission came to an abrupt end thru intervention by the Minnesota railway commission. The chamber of commerce alleged discrimination against Milwaukee in rates on grain. As one of the rates involved was an intrastate matter the Minnesota commission intervened, and future hearings will be held in St. Paul where that body can attend and introduce any testimony they may have. Eugene L. Gaddess, who conducted the hearing in Milwaukee will retire from the case and Johnston Campbell, member of the interstate commerce commission will preside at the next hearing. He was present at the hearing already held. Testimony was given by Milwaukee dealers showing the effect of the discrimination, comparisons being made to back up their statements. Chicago representatives of the grain trade also testified that Chicago is discriminated against in the same manner. The Northwestern, Milwaukee and Soo lines are among the defendants.

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**GRAIN DEALERS JOURNAL**  
309 So. La Salle St. CHICAGO, ILL.

## Supreme Court Decisions

Shipper suing carrier for damage to goods, having set forth specific grounds of negligence, could not recover on other grounds of negligence not specified.—N. E. Fruit & Produce Co. v. Hines, Director General, Supreme Court of Errors of Connecticut. 116 Atl. 243.

**Recovery of Mortgaged Wheat.**—Where purchaser of mortgaged wheat from mortgagor had mingled the wheat with other grain, mortgagee could sue purchaser without first demanding from purchaser the wheat so sold, since such demand would have been unavailing.—Longmont Farmers Milling & Elevator Co. v. Mulvaney. Supreme Court of Colorado. 205 Pac. 525.

**Liability of Connecting Carrier.**—A connecting carrier who has completed the transportation and delivered the goods to the consignee in a damaged condition is liable for the damage without proof that it was occasioned by his fault, unless he can show that he received them in the condition in which he delivered them.—C. & N.-W. Ry. Co. v. Whitnack Produce Co. Supreme Court of the United States. 42 Sup. Ct. Rep. 328.

**Shipper's Right to Divert Car.**—A shipper having the right to divert a car because of the consignee's telegram refusing the car, the carrier, which had agreed with the shipper to divert it, cannot deny liability for not doing so because no proof of the shipper's right to divert had been made to the carrier before it so agreed; it not having exacted any such proof, to which it was entitled if it had seen fit to require it.—Amber v. Payne. Kansas City Court of Appeals, Missouri. 239 S. W. 588.

**Delivery without Surrender of B/L.**—The fact that a bank had a draft indorsed and delivered to it, with B/L attached, presented for payment before or after the carrier's unauthorized delivery of the shipment, or whether with or without notice of said delivery, did not operate as a ratification thereof so as to preclude the bank from maintaining action against the carrier for failure to deliver or in delivering without surrender of the B/L.—Central of Georgia Ry. Co. v. Dothan National Bank. Supreme Court of Alabama. 91 South. 351.

**No Notice Required of Claim against Carrier for Negligence.**—A shipper is not barred from maintaining a suit against the carrier to recover for a loss to an interstate shipment of live stock occasioned by the carrier's negligence, because he did not file his claim with the carrier within four months, as provided by the live stock contract; the federal Interstate Commerce Act providing that no such notice shall be required in such case as a condition precedent to recovery.—Talbott v. Payne, Director General. Supreme Court of Appeals of West Virginia. 111 S. E. 328.

**Note Valid The Given to Cover Trades in Futures.**—Where an employee of certain brokers opened an account in a fictitious name and gave orders to the brokers to buy and sell cotton for future delivery for that account, guaranteeing the payment of any resulting indebtedness, and later the employee gave his note to cover the resulting indebtedness, and the account was marked settled, the brokers were holders of the note for value, within Negotiable Instruments Law, Sec. 51, providing that a pre-existing debt constitutes value.—In re Ranlett's Estate. Surrogate's Court, New York County. 193 N. Y. Supp. 637.

**Secretary of Grain Exchange Not Empowered to Administer Oaths.**—The secretary of a grain exchange is not a de facto officer empowered to administer oath, since there is no such office as secretary of such Exchange with power to administer oaths, and the only exceptions to the rule that there can be a de facto incumbent of an office that does not exist are where duties of an office are exercised under color of a public unconstitutional law before the same is adjudged to be such, and where a previous office has ceased to exist, and it is necessary to hold the persons assuming to act to be de facto officers to prevent great public injury.—John A. Redman v. St. Joseph Hay & Grain Co. Kansas City Court of Appeals, Missouri. 239 S. W. 540.

**U. S. Grain Corporation Liable as Private Corporation.**—United States Grain Corporation, organized under an executive order of August 14, 1917, under powers vested in the President under Act Cong. Aug. 10, 1917 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, Secs. 3115½-3115½r), was not a governmental agency, tho the government was the principal stockholder, and it was liable to an officer of a naval vessel for compensation for transporting gold the same as any other private corporation, under Navy Regulations, Art. 1510.—Phillips v. United States Grain Corporation. U. S. Circuit Court of Appeals. 279 Fed. 245.

**Arbitration.**—The failure of the arbitrators and witnesses to take the oath required by statute may be waived by making no objection, it is not waived where an oath was in form administered and the party objecting to the award did not have knowledge of the fact that the party assuming to administer the oath was not an officer authorized to do so. The failure of the arbitrators and of the witnesses before them to subscribe to an oath, as required by Rev. St. 1919, Secs. 598, 599, renders the award void.—John A. Redman v. St. Joseph Hay & Grain Co. Kansas City Court of Appeals, Missouri. 239 S. W. 540.

### Buyer's Right to Demand Reduction of Draft.

The Cherokee Grain Co., of Oklahoma City, Okla., plaintiff, v. the Barnes-Piazzek Co., of Kansas City, Mo., defendant, before arbitration comite No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, O. F. Bast and J. R. Murrel, Jr.

On Nov. 7, 1921, the Cherokee Grain Co. sold thru its broker, E. L. Buetke, of Oklahoma City, to the Barnes-Piazzek Co., thru its broker, the Central Grain Co., Oklahoma City, eight cars of wheat at \$1.09 a bushel basis No. 1 hard or No. 1 red, delivered New Orleans, for export on New Orleans unloading weights and grades. A further stipulation in the terms of the contract were that the old government scale of discount was to apply for grades below No. 1, and an additional discount of two cents for mixed wheat, hard and red winter on warehouse receipts basis inbound grade, seller to pay all the accrued charges and allow ten days' free storage.

Other provisions of the contract, especially provisions No. 1, provides that as an accommodation and advancement Barnes-Piazzek Co. will pay draft for value of shipment less reasonable margin providing same is accompanied by shippers order B/L properly endorsed and invoice showing weights and grades, it being distinctly understood and agreed between the parties that by so doing Barnes-Piazzek Co. waives none of the conditions of this contract to be performed by the seller.

The Cherokee Grain Co. shipped eight cars of wheat to apply on this sale and drew on the Barnes-Piazzek Co., with railroad B/L attached together with invoices and New Orleans inspection certificates, and left sufficient margin below the contract price on basis the government scale of discounts to margin the wheat basis the inspection certificates, but in the estimation of the Barnes-Piazzek Co., it did not leave sufficient margin to protect the unloading weights or to cover accrued storage charges and allow ten days' free storage according to terms of the contract.

So, the Barnes-Piazzek Co. refused to pay the drafts on the basis on which they were drawn and wired the Cherokee Grain Co. asking it to reduce the draft \$50 a car.

The Cherokee Grain Co. refused to reduce the draft and recalled the documents and in the later exchange of wires and letters the Cherokee Grain Co., refused to either reduce the draft or re-deposit the papers in the original form, contending that the Barnes-Piazzek Co. had breached its contract in protesting this draft, and on Nov. 14, the Cherokee Grain Co. wired Barnes-Piazzek Co.: "Will not return draft; will arbitrate."

The first question in the opinion of this comite to take up in this case is, whether or not a refusal by one party to a contract to pay the drafts of the other party cancels that contract. All legal decisions covering this point where sales have been made basis other than shipper's weights and grades particularly emphasize the fact that the refusal to pay a draft on such a shipment does not void the contract, and this comite must clearly differentiate between those contracts which are made for shipment out of a terminal market with the terms of such market final, and those sales which are made calling for either weights or inspection at destination. If a sale is made basis shipper's terms final then a draft with all proper papers attached when presented to the buyer is a tender of the property in fulfillment of the contract, and the seller by furnishing such papers has fulfilled all his obligations. If in such a case the buyer refuses to pay the draft he repudiates his contract and leaves the seller free to dispose of his grain elsewhere for his own account or for the account of the buyer.

On the other hand, when grain is sold basis either destination weights or inspection the contract is not completed until the grain arrives at destination and is weighed or inspected as the case may be, and that any advances made by the buyer to the seller are in the nature of a loan and is a courtesy extended by the buyer, so under these circumstances it is the duty of the seller to make his drafts satisfactory to the buyer, so this committee finds that the buyer was fully justified in asking that the draft be reduced and his refusal to pay this draft was not a breach of the contract that would relieve the seller of his obligation for the seller made a draft in one amount against all of the cars and the papers were not complete.

Further, the fact that on Nov. 12, after Barnes-Piazzek Co., the buyers, had an opportunity to check over the amounts of these drafts and had assurances of the Cherokee Grain Co. that the Cherokee Grain Co. would take care of any overdrafts leads us to believe that the Cherokee Grain Co. should have returned draft to the Barnes-Piazzek Co. with a request that the Barnes-Piazzek Co. must take care of all protest fees and costs, and even tho the facts are now brought out that drafts drawn were not excessive the buyer fully justified at all times in asking that draft be reduced if in his estimation there was not sufficient margin to take care of any difference there might be.

The wire on Nov. 14, from the Cherokee Grain Co. to Barnes-Piazzek Co., stating that they should not return drafts but would arbitrate was a positive cancellation of the contract and it was then the duty of the Barnes-Piazzek Co. to immediately buy in this wheat in order to establish the loss. This message was received at Kansas City at 9:23 a. m. Nov. 14, 1921, and this comite finds that the market differences between Nov. 7, and Nov. 14, was six and one-half cents a bushel. December wheat closed Nov. 7, at Kansas City at 95c and the opening of December wheat on Nov. 14, was \$1.01½, and according to the Grain Dealers' National Ass'n rules a carload of wheat contains 1.100 bus., so the Cherokee Grain Co. is indebted to the Barnes-Piazzek Co. in the sum of 6½ cent a bushel on 8.80 bus., a total of \$572.

Therefore, we the Arbitration Comite No. 1 find for the Barnes-Piazzek Co. the sum of \$572.00 and order that the Cherokee Grain Co. pay this amount together with the costs of this arbitration.

"RUSSIA is starving because of lack of food stuffs resulting from her fatuous economic policy. The rest of the world fortunately is not in this dire strait. It can survive without food supplies from Russia, even though some hardships be entailed because of non-intercourse with that country."—John Hays Hammond.

"WILLIAM J. FARRER and the results of his work," is the title of science bulletin No. 1 issued by the Dept. of Agri. of New South Wales. Mr. Farrer imposed on himself the task of improving the flour-strength of wheat and producing rust-resisting and drought-resistant wheats, and how well he succeeded well described in this pamphlet.

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References: Any bank, mercantile agency, commission firm or the editor of this publication.

Supply Trade

GENEVA, ILL.—Frank A. Burgess, pres. Burgess-Norton Mfg. Co., died May 13th.

SALT LAKE CITY, UTAH.—The office of the Minneapolis Steel & Mchly. Co. has been moved to 805-6-7 Newhouse Bldg. M. H. Hanauer is manager of this office.

NORTH PLATTE, Neb.—We have just finished two new elevators, and have quite a lot of repair work on hand. We feel that business is on the upward road.—W. H. Cramer Const. Co.

CHICAGO, ILL.—The Landis award citizens com'ite finally seems to be triumphing over all difficulties, with the temporary cessation of murders, bombings and sluggings as arguments in labor union circles.

CHICAGO, ILL.—The trial of the central group in the cement combination will begin in this city June 15. The retrial of the eastern cases will begin as speedily as possible, and a third case on a civil bill is awaiting action in Denver.

KANSAS CITY, Mo.—We have more up-to-date, reinforced concrete elevators under construction right now than any time since the "easy" times three and four years ago. Business is DARN good.—E. Kipp, Monolith Builders, Inc.

WASHINGTON, D. C., June 5.—The Supreme court today held that labor organizations, although unincorporated, are amendable to the Sherman anti-trust act, and that under it such organizations may be prosecuted for restraint of interstate commerce. The court also held that labor unions are suable.

MINNEAPOLIS, MINN.—We have recently installed the following Carter Disc Separators: Acme Mfg. Co., Okla. City, Okla.; El Reno Mill & Elev. Co., El Reno, Okla.; Excelsior Flour Mills and Hungarian Flour Mills, Denver, Colo.; New Era Mfg. Co., Ark. City, Kan.; Pillsbury Flour Mills, Atchison, Kan.; Russell Miller Mfg. Co., Minneapolis, Minn.; Stewart & Ward, Bellaire, O.; Washburn Crosby Co., Minneapolis, Minn.—Carter Mayhew Mfg. Co.

The May production of pig iron was 2,309-348 tons, the largest monthly output since January, 1921, and an increase of 167 per cent over the low point of July last year. The number of furnaces in blast on the last day of the month was 175, a net gain of 14. Small change continues in the Iron Trade Review's composite of 14 iron and steel products. The average this week is \$36.72, compared with \$36.64 last week, \$36.62 two weeks ago, \$36.60 three weeks ago and \$32.80 the recent low mark.

Chicago Chief of Police recently telegraphed the New York World as follows: "For several years a gang of professional thugs have gradually gained executive control of a number of Chicago labor unions. Through intimidation and violence, they have worked their way into the inner councils of certain unions until they have become absolute dictators of the terms on which a man can work, for whom he may work, when, and where. This grip is so tight that by systematic blackmail of workers and their employers alike they have accumulated large sums of money, which they have used in bribery and corruption on a scale so enormous that they have been almost immune from prosecution. The war in which the Chicago police department is engaged today is not a war upon organized labor. It is a war upon hired assassins, paid vandals, and unscrupulous blackmailers."

TREMONTON, UTAH—Suit has been filed by the Anglo-American Mill Co. to recover \$4,000, plus \$1,000 damages, from the Midget Marvel Mill Construction Co. and Len O. Bird, on account of machinery furnished and not paid for. The Tremonton Mill & Elevator Co. is made co-defendant.

MINNEAPOLIS, MINN.—"Clean Wheat—The Basis of Good Milling," is the title of an attractive booklet just issued by the Carter-Mayhew Mfg. Co., 611 Fifth Ave., So. Grain elevator operators who are desirous of more perfect separations would do well to send for and read this booklet carefully.

WASHINGTON, D. C.—Following the Supreme Court decision against representing goods to be of wool when they are in part of cotton the Federal Trade Commission has directed a tailor of this city to cease advertising men's clothing to be the finest woolens when in fact the clothing is partly of cotton.

SIOUX CITY, IA.—We are receiving inquiries almost daily about different propositions to build, overhaul and repair country elevators and many are asking us to send men to install truck scales and truck dumps for them. Repair and building work among the country dealers seems to be rapidly assuming a normal condition. We closed 3 new contracts last week.—Younglove Construction Company.

KEWANEE, ILL.—Kewanee All Steel Truck Lifts have been installed in the following plants: Dewey & Sons, Henry, Ill.; Preston Mfg. Co., Preston, Idaho; Bencke Grain Co., Palmer, Ia.; O'Malley Elytr. Co., Bouton, Ia.; C. B. Seldomridge, Farnam, Neb.; Minnekota Elytr. Co., Norma, N. D.; Winter-Truesdell-Ames Co., Nashua, Mont.; Winter-Truesdell-Ames Co., Wolf Point, Mont.; Minnekota, Elytr. Co., Douglas, N. D.; E. F. Berkner, Sleepy Eye, Minn.; Occident Elevator Co., Garrison, N. D.; Barker Bros., Alliance, Neb.; Turner-Hudnut Co., Henry, Ill.; Osborne-McMillan Elev. Co., Cogswell, N. D.; Internat'l Elev. Co., Scobey, Mont.

SILVER CREEK, N. Y.—Perhaps the largest single order for Grain Separators that has ever been placed has been secured by the Invincible Grain Cleaner Co., 37-No. 8 and 9-No. 6 Receiving Separators. The government of the Union of the South African States in conjunction with the United Railways of that country found it necessary to build grain elevators to handle the large crops of corn raised in the interior. They needed facilities for storing, cleaning and loading the grain into cars. The present undertaking calls for modern, concrete elevators, ranging in grain storage capacity from 40,000 to 120,000 bushels. Each of the elevators with a storage capacity of 72,000 bus. and under will be equipped with one Invincible Separator. Those above 72,000 bushels capacity will have two Invincible Separators.

Losing Money on Parcels Post Mail.

The increased costs of handling parcel-post mail necessitates a corresponding advance in parcel-post rates, the Postmaster General announces, who at the same time is writing to a large number of parcel-post users to get their views on the proposed change. Since January 1, 1913, when parcel-post service was instituted, there has been practically no change in the rates of parcel-post service. Then the parcel-post business comprised less than 5 per cent of all the mail handled; now it is more than 60 per cent, the Department says. The cost of railroad mail transportation has increased 60 per cent, salaries of assistant postmasters 65 per cent. The increases amounted to more than \$300,000,000 for 1921 above those of 1913. Two remedies have been suggested: (1) to enact a service charge of one or two cents on each parcel mailed, regardless of weight or zone; (2) to readjust rates by weight and zone.

ELLIS DRIERS

\* \*

The modern grain and milling business with its exacting Federal grade regulations are demanding a really scientific grain drier and are getting it in the "ELLIS."

For years and years in our advertising we have pounded on the fact that thick grain layers, faulty air circulation and charge feed are bygones and that modern business demands intelligent machinery design. Our constant reiteration of these basic facts is bearing fruit.

\* \*

THE ELLIS DRIER CO.

Roosevelt Road and Talman Ave.

CHICAGO, U. S. A.

CIFER CODES

Use a good Telegraph Cipher Code, Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete code published for the use of grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages contain 14,910 code words for grain trade terms and expressions; no two near enough alike to cause confusion. Bond paper, flexible leather, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code, revised, with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3 1/2 x 6 inches, 77 pages, \$2.00.

Baltimore Export Cable Code, most popular and simplest code for export trade. Bound in red leather, third grain edition, 413 pages, size 7 x 9 1/2 inches, \$15.00; fourth edition, for grain, stocks, bonds and general merchandise, 160 pages, 6 1/2 x 9 inches, \$15.00.

Cross Telegraphic Cipher Code, for prevention and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

Grain Dealers Journal

309 S. La Salle Street,

Chicago, Ill.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

**E. B. Boyd**, agent Western Trunk Lines, in Supplement 22 to Circular 1-P, gives rules, regulations and exceptions to classifications, effective June 15.

**C. & E. I.** in Supplement 4 to 625, gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Florida, Kentucky, Louisiana, Mississippi and Tennessee effective June 25.

**Santa Fe** in Supplement 1 to 5588-M gives local, joint and proportional rates on grain and grain products between points in Kansas, Colorado, Missouri, Oklahoma, Superior, Neb., Joplin, Mo., and points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma and Wisconsin, effective July 1.

**Erie** in Supplement 2 to 182-F gives local, joint and proportional rates on grain, grain products and grain by-products from Chicago, Englewood, Hegewisch, Pullman Jct., Ill., Hammond, Highlands and Saxony, Ind., to points in Illinois, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, effective June 1.

**C. R. I. & P.** in Supplement 2 to 19687-N gives joint and proportional rates on grain, grain products, seeds, hay, broom corn, from Missouri River stations and other stations in Illinois, Iowa, Minnesota, Missouri and South Dakota on the C. R. I. & P. and C. D. & M. to Mississippi Valley points and other stations in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee, also to gulf ports for export, effective June 20.

**C. R. I. & P.** in Supplement 3 to 22000-G gives local, joint and proportional rates on grain, grain products and seeds between Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Iowa, Minneapolis, Minnesota Transfer, St. Paul, Minn., and stations in Illinois, Iowa, Minnesota, Missouri, South Dakota, including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Albright, Omaha, South Omaha, Neb., effective July 1.

**C. R. I. & P.** in Supplement 2 to 22000-G gives local, joint and proportional rates on grain, grain products and seeds, between Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Iowa, Minneapolis, Minnesota Transfer, St. Paul, Minn., and other stations, and stations in Illinois, Iowa, Minnesota, Missouri and South Dakota, including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Albright, Omaha, South Omaha, Neb., effective July 1.

**C. N. & W.** in Supplement 4 to 16390-B contains the following provision: "Grain, carloads, Milwaukee, Wis., will be considered intermediate to stations on and East or North of the line Milwaukee to Marshfield, Wis., via Fond du Lac, on shipments originating at points West of the Mississippi River, when routed via Clinton, Iowa; also on shipments originating at points on C. & N. W. Ry., in Minnesota, North and South Dakota when routed via Winona, Minn., or at points on C. St. P. M. & O. Ry., in Minnesota, Iowa or South Dakota, when routed via Mankato and Winona, Minn., or at points in Illinois or Wisconsin on and South of the line Milwaukee, Wis., to Galena, Ill." effective June 15.

**Santa Fe** in Supplement 10 to 5702-G gives local, joint and proportional rates on broom corn, castor beans, pop corn, seeds, hay and straw between points in Kansas, Colorado, Oklahoma, Superior, Neb., Joplin, Mo., and, Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking same rates or arbitraries higher. Also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; Superior, Neb., and Joplin, Mo.; Superior, Neb., Joplin, Mo., and stations in Kansas. Also on corn husks from stations in Oklahoma to Chicago, St. Louis, E. Ft. Madison, Fort Madison, and Missouri River points, effective July 10.

**C. & E. I.** in Supplement 18 to 622-G gives local, joint and proportional rates on grain, grain products and grain by-products, broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, hungarian and millet) and red top seed chaff, from stations on the C. & E. I. and stations on the C. & I. C., also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momence Transfer, Ill. (via C. M. & G.), to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin effective June 15.

### Toledo Increases Number of Contract Wheat Grades.

By a vote of the members May 31 the Toledo Produce Exchange decided to make soft white winter and mixed wheat deliverable on contracts at a specified discount.

Toledo will remain a strictly soft winter wheat market; and the discounts at which the newer grades are deliverable makes it possible to exchange them for red wheat if the red wheat is wanted. It is thought that the volume of hedging transactions will increase in the Toledo market under the new arrangement, which follows:

All contracts for wheat, unless otherwise specified, shall be deemed to be for number two red winter wheat, delivered in such proportions as may be convenient to the seller, but in no case an amount less than one thousand bushels of any one grade in one elevator; but on such contracts, a tender of number three red winter wheat shall be deemed a valid tender at five cents per bushel under contract price, and number one red winter wheat shall be deemed a valid tender at one and one-half cents per bushel over the contract price.

|                            |                  |
|----------------------------|------------------|
| No. 1 White (Soft)         | 1 1/4 c discount |
| No. 1 White and Red (Soft) | 1 1/2 c discount |
| No. 1 Red and White (Soft) | 1 1/2 c discount |
| No. 2 White (Soft)         | 3 c discount     |
| No. 2 Red and White (Soft) | 3 c discount     |
| No. 2 White and Red (Soft) | 3 c discount     |
| No. 3 White (Soft)         | 8 c discount     |
| No. 3 Red and White (Soft) | 8 c discount     |
| No. 3 White and Red (Soft) | 8 c discount     |

All effective July 1, 1922. Discounts to be under No. 2 red winter wheat.

### New Grain Exchange at Ft. Smith, Ark.

A new grain exchange was recently organized at Fort Smith, Ark., with the purpose of promoting the grain and flour industry in the Fort Smith territory. The following men were elected officers: W. J. Pendergrass, pres.; W. D. Graves, vice-pres.; and Howell C. Osborne, sec'y-treas.

The constitution states as the object "to promote the flour and grain business in Fort Smith and trade territory; to better serve the retailers and consumers, to acquaint dealers with the many advantages Fort Smith offers as a grain and flour jobbing center; to foster and maintain legitimate competition; to discontinue relations with any and all dealers who are not strictly honest in all their transactions; to insist on better freight rates in the Fort Smith territory; to encourage the use of cotton bags for grain and grain products."

CEMFT CONCRETE can be protected against the action of alkaline waters by treatment with a very fluid water gas tar.

### Insurance Notes.

MORAL hazard is disturbing the New York Board of Fire Underwriters, as the report of losses during May showed no abatement.

A NET LOSS of 2.7 per cent of the underwriting income was sustained in 1921 by 100 of the leading fire insurance companies of the United States. The underwriting income was \$623,674,664. Only 27 of the 100 showed a profit last year.

**THE VAN DUSEN-HARRINGTON CO.**, of Minneapolis, Minn., has given the Underwriters' Grain Ass'n a strong endorsement, suggesting that the objections of local agents to the plan of continuing the Ass'n is undoubtedly due to the fact that their commissions have been reduced to some extent. The company says that the agents should look at the matter in a broad-minded way in respect to the value that accrues to their clients and not look at it solely from the point of shrinkage in their commissions.

**MONTRÉAL, QUE.**—The Harbor Commission has gone into the insurance brokerage business to the extent of providing insurance against fire and explosion on grain in elevators Nos. 1 and 2. This insurance will be free during the period that grain in the harbor elevators is stored free, and thereafter the insurance will be billed against the owners of the grain, with the regular storage and insurance charges, the insurance being charged at the current rate, for which arrangements will be made by the Harbor Commissioners.

COM'ITES of the mutual fire insurance companies have thoroly investigated the taking by the elevator and mill mutuals of risks outside of mills and elevators, and the com'ites appointed some time ago by the Southwestern Millers League might well consult these com'ites before proceeding with the plan to organize a new millers mutual fire insurance company to handle mill and elevator risks exclusively. These com'ites reported to the Millers National Federation Oct. 14, 1921, that every policyholder was profiting by his participation in this departure from the original ideas of the millers fire insurance business and the Federation adopted a resolution of confidence in the mutuals as at present conducted.

CHANGE in regulations of the grading of spring wheat as now practiced by the department of agriculture was opposed June 5 by Sec'y Wallace before the house agricultural committee at Washington, unless congress fixes its own scale. In that event, Sec'y Wallace states he would insist on ninety days notice.

STATE officials of Minnesota have opened war on the barberry, the most destructive foe of wheat. In a circular prepared and distributed to farmers the fact is given as "Dig a barberry bush today and save a binful of grain at harvest time." Fifty men are employed by the state to constitute the field force and they will start out with the locations of 750,000 bushes, which they will destroy. Under a new state law, where the owner does not give the men permission to destroy the bush, they can do so against his will and charge the cost to the property.

## Fire Barrels That Will Not Freeze at 55° Below Zero



Our 50 gallon Metal Fire Barrels will save you any worry. Complete with 3 buckets hung on hooks and submerged in anti-freeze solution ready for instant use.

Write for full particulars to

**CARBONDALE CALCIUM COMPANY**  
CARBONDALE, PENN.



# The GRAIN DEALERS JOURNAL.



## Your mill or elevator may be next

*Suppose it were!*

Suppose the Fire Demon wiped out your mill or elevator—your business—today!

## HARTFORD



Mill and Elevator Underwriters and Engineers

will not only provide you with sound insurance to make good your loss, but will cooperate by a thorough inspection of your property to help prevent fire.

Become familiar with this special Hartford Mill and Elevator Service by writing

## Hartford Fire Insurance Co.

Mill and Elevator Department  
H. W. Donnan, Supt.

39 So. La Salle St.

Chicago, Ill.

## Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President    Geo. A. WELLS, Secretary  
A Legal Reserve Mutual Fire Insurance Company

## Tri-State Mutual Grain Dealers' Fire Insurance Company

LUVERNE, MINN.

Average return for 20 years, 50% of the Deposit Premium.  
Provisional and Short Term Grain Insurance.

We write Tornado Insurance.

E. H. Moreland, Secretary

## Build to Get the Lowest Insurance Cost

If you are going to build, rebuild, or repair, give a thought to your insurance rate. A slight change in your plans may save you many dollars in the years to come.

The "Grain Dealers Mutual" is always at your service, as it has been for twenty years. Write or wire us at any time, and we will have a representative call.



FIRE    EXPLOSION    WINDSTORM    AUTOMOBILE

A sudden increase in

## Fires from Hot Bearings

reported to

## The Mill Mutual Fire Insurance Companies

means

- that shafting is not being kept in line,
- that bearings are not being rebabbitted,
- that oiling is being neglected, or
- that a poor grade of oil is being used.

Fires are expensive, repairs and maintenance are comparatively inexpensive.

## Mutual Fire Prevention Bureau

230 East Ohio Street    Chicago, Ill.

# Keep Dampness Out of Concrete and You Add Years to the Life of All Elevator Pit Equipment

THINK of your yearly replacement costs in underground equipment as *an expense that can be largely stopped*, and you get a quick picture of what Medusa Integral Waterproofing can do for you.

Elevator basements, scale and receiving pits, elevator boots and all other concrete work can be made dry and *kept* dry with Medusa Integral Waterproofing, even when exposed to a direct head of water against the walls outside.

Keeping pits dry means adding years to the life of every piece of equipment that works underground. Costly conveyor belts will not mold nor separate in the plies; bearings will not rust; moisture will not seep through the walls nor gather in pools on the floors.

Even with a head of water standing against the walls outside, Medusa Waterproofing will keep concrete work absolutely dry within.

Medusa waterproofing deposits a permanent, moisture-repellent lining in the pores or voids in mass concrete and effectually prevents the passage of even a slight amount of moisture. We furnish the Waterproofing in either powder or paste form, to be added to any good Portland cement and aggregates while mixing, in the amount of 8 pounds per barrel of cement.

We also manufacture Medusa Waterproofed Portland Cement, which is our standard Gray Cement with the correct amount of Medusa Waterproofing added and thoroughly ground in at the mill.

Old, leaky concrete and masonry can be rendered effectually damp-proof by plastering with Medusa Waterproofed Cement plaster. Medusa Waterproof Cement Paint, applied with brush or spray to concrete or masonry surfaces, will damp-proof and ornament the walls, providing an attractive, lasting finish.

*Complete particulars, with detailed specifications  
and interesting illustrations, gladly sent on request.*

THE SANDUSKY CEMENT COMPANY  
Department, G. J., Cleveland, Ohio

*Manufacturers of Medusa Stainless White Cement (Plain and Waterproofed);  
Medusa Gray Portland Cement (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); and Medusa Waterproof Cement Paint.*

# MEDUSA

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## WATERPROOFING

*for CONCRETE*

